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Miniatures

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Rock & Roll armor!

Thank-you, thank-you
very much, it's the
King's tank in 1/35th
scale from CMD

Dream Machines: the
Tamiya M8 HMC and
dressing up the 140/1
from VM/Maquette

Stormy weather!
The Ostwind AA tank

Geschutz this:
On Track's 105cm H39

New Connection's
Pz IV-Hetzer hybrid

The Italeri SWS
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Double takes: Steyr Command - M20 - M38A1C

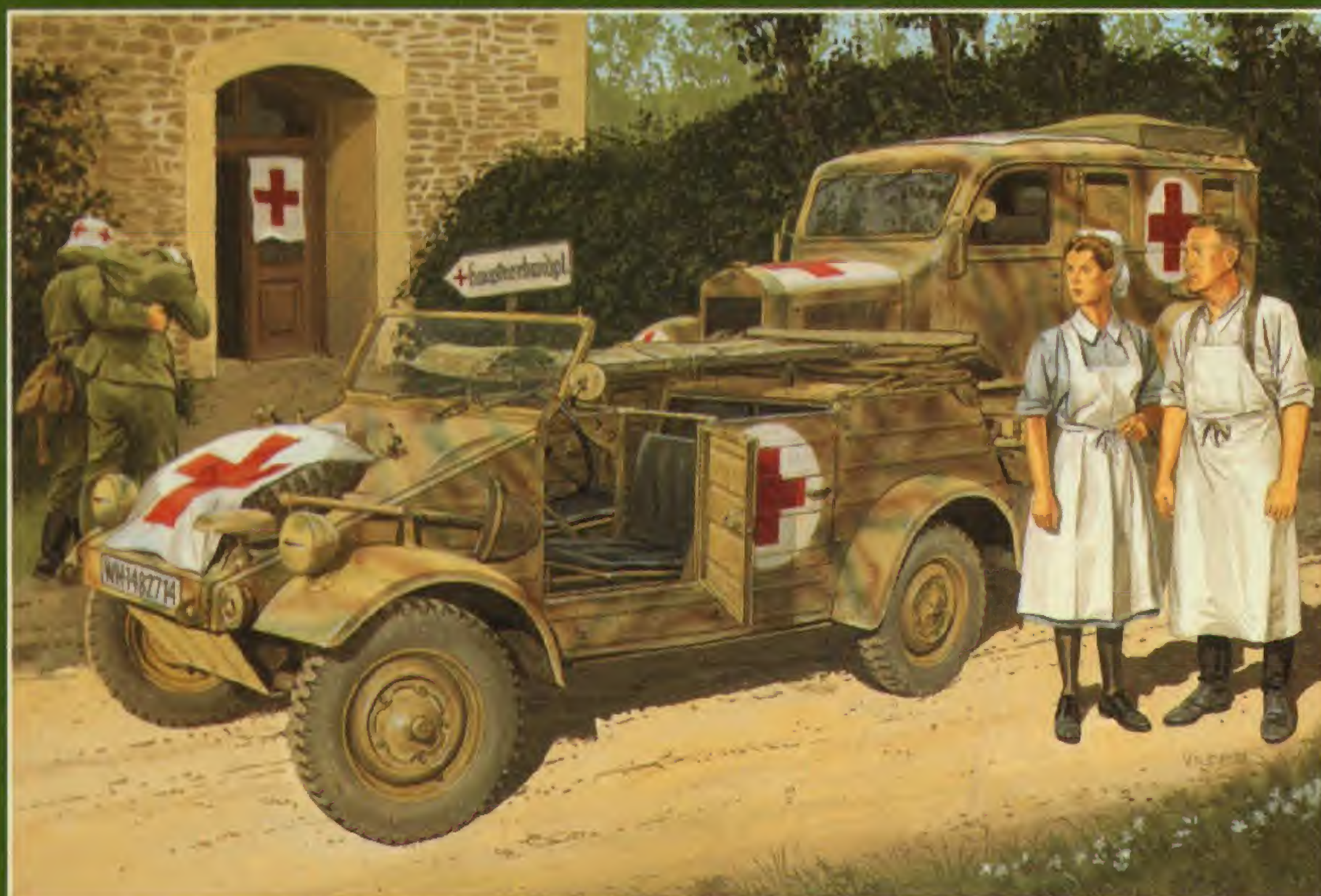
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20

Life on the Lines



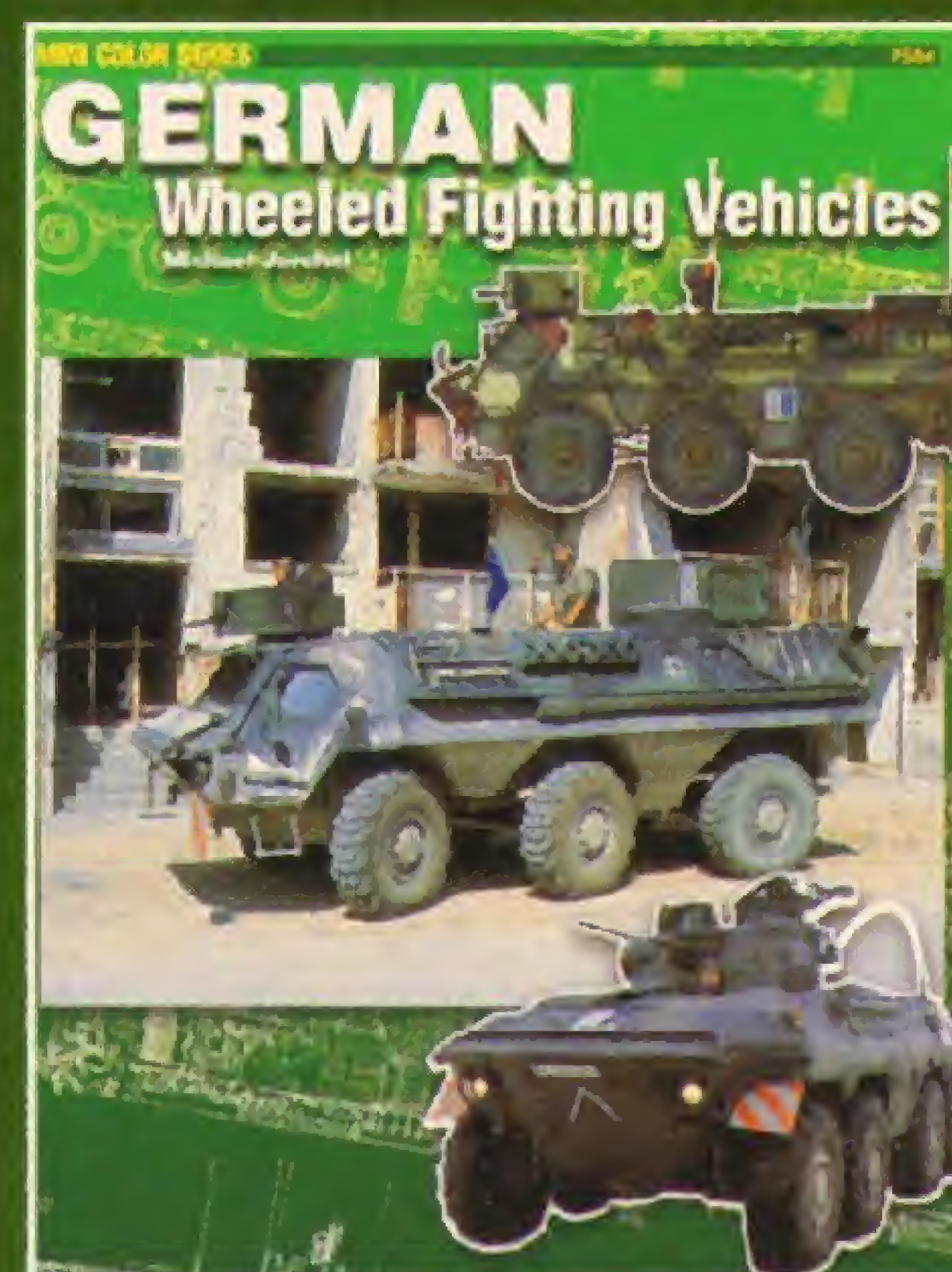
DRAGON 1624
SS-UNTERSCHARFUHRER
1/16



DRAGON 9055 KUBELWAGEN AMBULANCE 1/35



AFV CLUB 35023 M113A1 FSV 1/35



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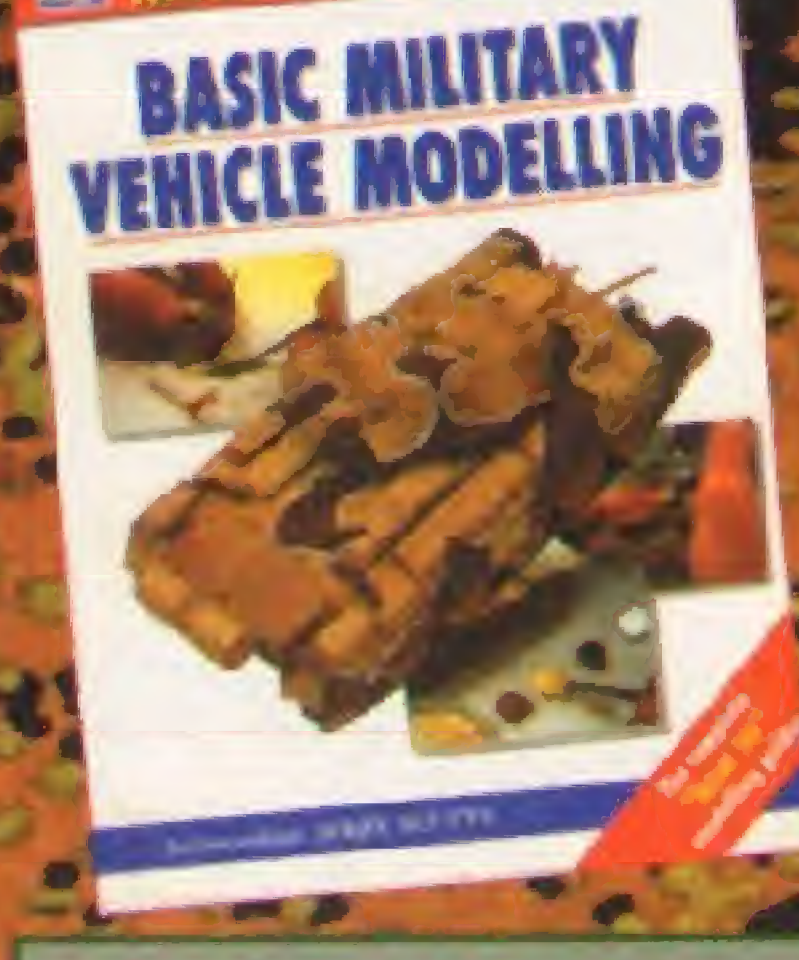
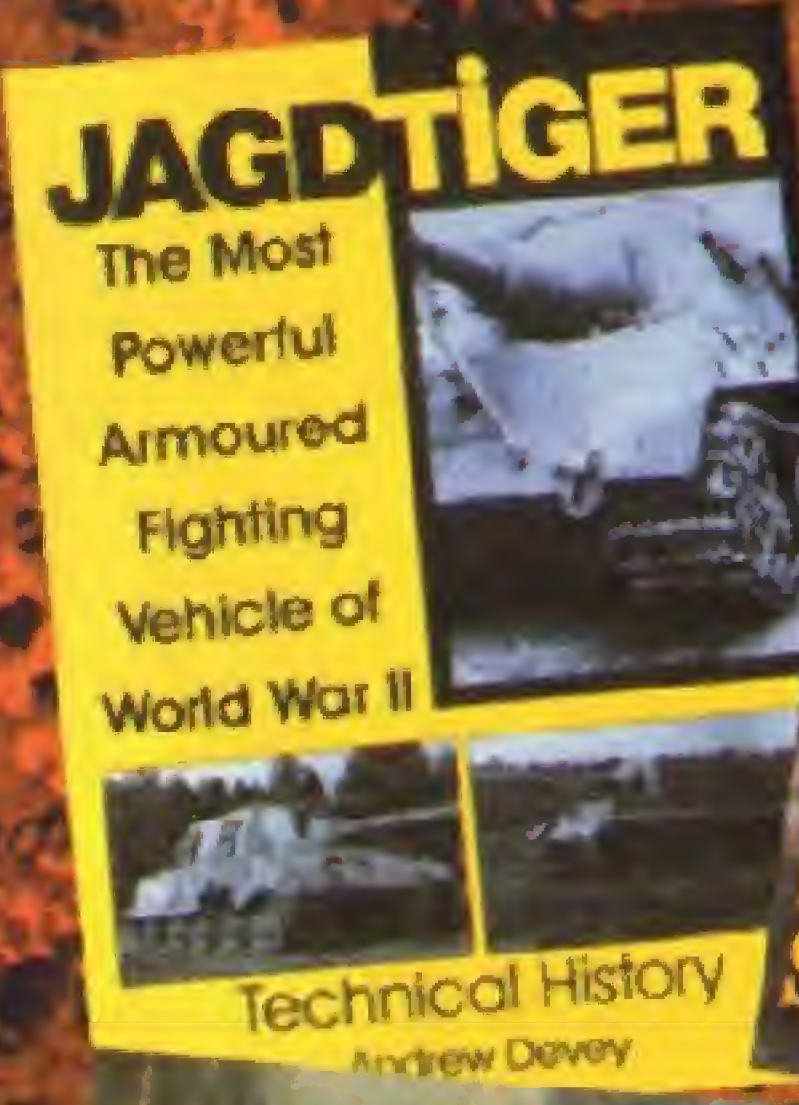


GUNZE SANGYO G741
REFUELING/LUBE JOB for PANZER III
1/35



MARCO POLO
I M P O R T

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C O N T E N T S

In Review

Son of Dragon

It's big, it's resin, it's the all new M123 tractor from Tank Workshop.

26

Dream Machine: Just me and the HMC

Hammering out a nice model from the old Tamiya standard.

32

Steyr Gets Funky

Converting the excellent Tamiya kit into a radio vehicle.

37

Cover: G.I. Blues!

Are you lonesome tonight? Break open the new CMD conversion and bond with the King.

43

Stormy Weather

Creating the Ostwind anti-aircraft tank.

47

Geshutz This!

It's resin nirvana with the new kit from On-Track models.

53

Dream Machine: Nasty Little Flakker

The VM 140/1 gets drenched in details.

56

Rad Krad, Man

Tamiya's teeny little model in a bag.

62

Hetzer with a Hat

A look at the proposed Hetzer/Panzer IV hybrid from New Connection.

74

Schlepp That!

Italeri's up again with a second version of its Schwerewehrmaschschlepper.

77



Page 26



Page 32



Page 37



Page 74



Page 77

Features

The Mail Sack

The readers speak.

3

Short Takes

Our look at all the latest dope from around the world.

7

Museums at Large

The latest installment on the world's armor museums.

16

The Idea Bank

We want it now! Our feature on what should be available, updated quarterly.

18

Double Takes

It's baaack! A second look at variants of previously released kits.

22

Mini-Men

A peek at what's new on the figure front.

66

ON THE COVER:

Bill Steinman converts a conversion, creates a fuel rack and comes up with the King's flat deck M48A1. Bill based his model on the vehicles appearing in the film "G.I. Blues," starring the king himself. The whole technicolor story begins on page 43.



From Your Editor



Building a better Y2K

It looks like yet another exciting modeling season on the armor front. It seems like only yesterday I was writing about the amazing events surrounding the release of the Dragon Wagon (actually it was the day before yesterday). The Dragon Wagon was one of those "I never thought I'd see it and probably won't see it again" things. Guess what? We are about to get FAMO'ed right between the eyes. Talk about your weird-wild stuff.

When I first heard this rumor, it was said that the kit would include the large multi-wheeled trailer often seen towed by the FAMO early in the war. Subsequent updates by Tamiya via their web-site have only shown the tractor, but who cares, right? I'll take it.

So when it comes to saying there's nothing left to do, it is more accurate to say that there is nothing left that can't be done—or re-done. I mean, I thought they could never top the Dragon Wagon and that they wouldn't even try. Bam! They did.

Although we are not seeing the volume of releases we have in recent years, the quality (of both content and subject) seems to be improving. Tamiya continues to take their armor lines seriously and, although DML appears to have slowed considerably, they are still weighing in now and then with something wonderful. We also have good 'ol Italeri, who continues to offer up an interesting item now and again. In the smaller companies, there is quite a bit of activity. AFV Club has announced an M10 (will it be a "LVTP" or an "M18"?), and some Sherman link-to-link to go along with, Skybow is saying Dodge Command car and the Ukrainian company ICM has opened up a U.S. office and is promising boku releases throughout the year 2000.

And that's just plastic. There has been an impressive amount of activity from the resin producers of the world. Old standards, like Accurate Armour have been pushing the envelop with things like their Bridgelayer tank and their M2 Bridging vehicle, while other companies, such as Elite, have even delved into injection molding with their release of link-to-link tracks for the Leopard 1. Cromwell also continues at a fair clip with its fascinating Panzer III D conversion. Even companies who have been out of the loop for a while are dabbling. Case in point, MB Model's 30cm Mörser.

The American resin producers are still releasing products at a healthy rate. Commander has their big M103 kit, while The Tank Workshop released their very elaborate M123 (soon to be followed by the cargo version, the M125) and it seems that the somewhat secretive Chesapeake Model Designs has always got something up their sleeves.

We are also expecting to see some activity from VLS now that their split from VP is complete. We'd guess that this will take the form of accessories or other items under their Warriors or Custom Dioramics lines (yup, they are both now owned by VLS).

So it looks like Y2K will be an A-OK year for armor.

Y2K Buggin'

Many people have asked us what we are planning for the impending Y2K year-end cataclysm. Due to the unprecedented number of inquiries regarding this, we are now pleased to reveal our entire plan.

For maximum efficiency we have divided this into two key areas:

1. Electrical and power. Since the humming of computers and the glare of light bulbs is normally considered to be an annoyance to an otherwise peaceful work day at Ampersand, we don't anticipate the loss of these will be any big deal.

2. Financial. We are also not anticipating that this will be a problem as we are asking all of our customers to pay us in advance—for the entire year 2000. We are also asking that they do this by November 15, 1999, so that we can get to the bank and cash all those checks, therefore avoiding any possible Y2K related banking problems.

And there you have it. As far as product is concerned (seriously), you should have plenty to read next year from Ampersand. It looks as though we will have three modeling guides for sale, as well as several issues of our new reference publication, Allied-Axis (a full description of which can be found on page 60). We will see the publication of AMGU 2000, which will expand the format considerably and include reams of new information, new sections and more (this is going to be really cool). Also look for at least one special issue of the magazine and a few other surprises, too.

The Sherman book is back in stock. Our initial print-run of 4,000 sold out in about four weeks. This was a little frustrating, as we thought we were being conservative with our numbers. At any rate, we've got a little stock now and if you have yet to buy a copy, make sure you grab it, as it will never be published in its present form again (no, really).

Consider this: maybe Y2K will be the chance you've always waited for. I know of one area of every modeling household that is fully stocked: the closet. If you can't go to work, get money or buy food, at least you can build models!

My buddy: Number Twenty

Welcome to the big two-zero (twenty issues? How'd that happen?). We had a little opposition this issue, from a Hurricane by the name of Floyd. Fortunately for us, he turned out to be more bark than bite. This issue continues our new and larger format. The first issue was an unqualified success (or a qualified one, whichever works), as it's also sold-out. The result is that this will now be our permanent format.

We continue with our new features. We've had a ton of additions to our Idea Bank, via mail and e-mail. We are also starting to strike quite a number of items off the list (although we're not taking any credit...).

Also notice the return of the Double Takes feature, which has been missing since issue 11/12 (!). Those of you who are looking for part 2 of the link-to-link track article are asked to remain patient a bit longer, as we continue to swim through the bulk of this rather substantial subject. Look for part 2 in issue 21 or 22.

We are making a Herculean effort to get all the modeling articles we've been working on into our next issue (some of which go back a whole year), as well as a few new items. You'd be astounded by what doesn't make it into the magazine due to time constraints.

Model on!

—Pat Stansell

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Magazine Man

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The Mail Sack

Smart man

A trend that I have noticed in many of your reviews is that the cost of a great kit is seen as something to be hidden from the Missus.

There are many theories about justifying costs of a model to your other half. After many years I have found that none of them works. If a frontal assault won't do, try an encircling maneuver.

Over the past ten years, I have taken to leaving my modeling magazines open and lying around the house. Most times the mag just happens to be open to a specific review, picture, whatever. After about a week, the frustration leads to my wife picking up that magazine. The first two months just yielded an angry "I've picked up your bloody magazines—AGAIN!" But soon after, breakthrough!

I quietly observed my wife flicking through one of my magazines. Inside I'm shouting YES, YES, but outside I stayed quiet and returned to my workshop without saying a word. A week later, she says, "I was looking through one of your modeling magazines the other day..." Then, a huge first, she actually asked about the model I wanted to build. She was showing interest!

Over the next two years, her knowledge of the hobby increased (suitably guided into update sets, etched brass, resin kits, etc.). I found that I was being challenged to build different projects with different camouflage schemes.

Now she looks at my research material and will ask, "Can you build something like that?" Invariably, my reply will be, "Yeah, there is a kit of (whatever) and it's OK, I guess." The Missus will then ask, "So if you built that, what would you need to make a really good looking model?" I have practiced keeping my face really straight when I then say, "Well, the basic kit, Friulmodellismo tracks, and Eduard set of etch, plus a few bits and pieces." "It's got a great camo scheme, it looks really cool." "Gee Hon, I don't know..." "But Hon I really like it!" And that is how I "reluctantly" agree to a new project with all the add-ons that I like.

It's really tough to be "convinced" to take on such an "onerous task." And then when she asks, "So how's my tank coming along?" I can just reel her in.

Of course, this takes a bit of time and patience. But aren't modelers used to that? The only real downside is that every now and then I have to paint a camo scheme that I wouldn't normally choose. Put that down to skill improvement!

The big bonus is that my wife is now very supportive of my "habit." Recently, I was blown away. In the mail was a brand-spanking Tamiya Dragon Wagon addressed to me. How did she know? It must be love (O.K., my wife AND the Dragon Wagon)

—Paul MacIntosh

Paul seems to be a pretty smart guy—right up until he gave us his real name! Paul—we strongly suggest you do not leave this issue lying around.



We screw everything up

Just received my copy of No.19 and sadly have to pull you up on a couple of things in an otherwise excellent issue.

I've gotta say we were very surprised and disappointed to see that, to put it bluntly, you'd totally screwed up re the info presented on our business in the individual track article on p.54!

In fact our business name is Anvil Miniatures and the track range we produce is "Click-Link." We are definitely willing to ship any direct orders to ANYONE, ANYWHERE!

—James Blackwell & Bill Wiseman
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Well, now that we are suitably embarrassed, please help us out by being suitably curious about this interesting product line.



We screw everything up, part II

Thanks for the review of our T-28! One little error with the article though: T28 track was special for that vehicle and is actually narrower than Sherman HVSS track, so, sadly, it cannot be used on Sherman models... pity!

—Derek Hansen
Accurate Armour



And speaking of...

How do you lose a 100-ton T-28 tank? First you terminate the project. With no funds to maintain it or operate it and no one willing to spend their funds to play with it, you dispose of it. The Army gets rid of tanks by selling them to other countries, putting them up for sale as scrap metal, or by parking them in a holding area to be used as targets on a range.

Holding areas, at most of the bases I have been to, tend to be in the back 40 where the CG and VIP's rarely visit. I think one of the T-28/T-95s was parked in such a holding area to be used as a target. Because it was so heavy, it was never towed to the range and destroyed.

There were some people at the base that knew a heavy armored vehicle was in the out back. Not being Heavy Metal geeks like us, it was no big deal. Some time between May 1981 and February 1984, some troops were training in the back 40 of an eastern U.S. base and during these maneuvers, the base commanding general became aware of the T-28/T-95. He understood the uniqueness of this vehicle and took steps to save it for history.

Some time after that, the base newspaper published a story about the vehicle and the commanding general's actions. He had offered the vehicle to the museum at Aberdeen. However, they did not have the necessary funds to pay for the shipping. Next he offered the T-28/T-95 to the Patton Museum and was, at the time of the newspaper article, waiting to see if they could find the funds to cover the cost of shipping the vehicle to Fort Knox.

At this point you all are probably wondering why there was a fuss about shipping costs. The vehicle was at Fort Belvoir, Virginia! The newspaper article went on to say that a check for records had found nothing about when or why the vehicle had been moved to Virginia.

I think the vehicle at Belvoir was pilot model number one from Aberdeen and number two was destroyed by fire at Yuma. If, however, pilot number two is the vehicle at Fort Knox, now the mystery of how and when it moved to Virginia is even bigger.

If you really want to talk about losing something, ask some airplane geeks about a serviceable B-36 heavy bomber that SAC/USAF lost for almost a year!

Here is a suggested Time Line:

September 1945, 1st pilot model completed. Registration #400226809.

December 21, 1945, 1st pilot model shipped to Aberdeen for engineering test.

January 10, 1946, 2nd pilot model shipped to Aberdeen. Registration # 40226810.

January 23, 1946 - Picture of T95 number 1 at Aberdeen.

April 11, 1946 - Picture of T95 number 2 at Aberdeen. (the only picture of model number 2)

October 3, 1946 - Picture of a Super Heavy Tank at Aberdeen. Model unknown.

Date unknown, 2nd pilot vehicle transferred to Fort Knox.

Date unknown, 2nd pilot vehicle transferred to the Engineer Board at Yuma, Arizona for floating bridge testing.

Date, location, and model number unknown, a vehicle was destroyed by fire during testing.

Project terminated in October 1947.

May 3, 1948 - Super Heavy Tank in the doors of LST 1153, locations and model number unknown. Could this be a picture of model number one moving to Fort Belvoir from Aberdeen?

—Caldslral@aol.com



OD, continued

I found this picture after my letter was published. Thought you might like to see it. It was dated March 1953, and shows one of my Dad's brand new M47 tanks at Schweinfurt, Germany. It belongs to Tank Co, 16th Inf Regt, 1st Inf Div. As soon as the 1st Inf Div got their new tanks, they painted them with the 2 parts OD/1 part black. If you notice, there isn't a whole lot of difference in shade between the OD and those black road wheels! Also, nice glossy finish, and it appears this is a very early M47, with the old M46 type muzzle brake.

—Hank Johnson

Yet another interesting feature is that Sherman drive sprocket!



Comb device, the never ending story

Just in case no one has told you about a picture of the comb device in use, check out Hunnicutt's Sherman book, page 409. It is a front view of a M4A3 105mm How, POA-CWS-H5. You can clearly see a string going from the hatch down to the comb and then into the machine gun opening.

On another subject, the vent thingy seen on current U.S. vehicles is a anti-fratricide panel. The panel can be turned 90 degrees at a time for the identification setting of the day. Hook and loop tape is used to hold the panels on the vehicle. When the panel is not mounted, you can see the tape on the vehicle hull in the form of four right angled

corners. I first saw the panels on vehicles of the 3rd Armored Cavalry Regiment at Ft. Bliss, Texas a few months before that unit moved to Ft. Carson, Colorado.

On the subject of how many times a year you guys put out the MMiR, I would like 12 a times year, if the quality was there. Another thing I like about the magazine is it looks like you all are having fun. I like that, it makes for a better product. So if four is fun for you guys and the quality is there, go for the event!

—Roy Lingle

Most of us "comb heads" are aware of the above mentioned photo. It is thought to be an accidental use of the device. It would certainly make sense, if it was only used on flame-thrower tanks (the photo shows a portion of the igniter apparatus looped through the comb device). Unfortunately, the device's true use has yet to be determined with any degree of accuracy.

Interesting dope on that vent. We're glad there is a more definite explanation of this device!



Cross purposes

I am as much an armor geek as any of your subscribers but WWI Aviation was, and will always be, my first love. It is to this source that we must turn to properly answer Reed Treible's question concerning the use of the Balkankreuz on German Armor.

I'm not sure exactly when the Eisernkreuz (Iron Cross) became associated with the German Military but by 1870 its use was firmly in place, being used in the form of Iron Cross First and

Second Class medals, which were awarded during the Franco-Prussian war. The use of this design was known well enough by the beginning of WWI that it was picked to serve as the national insignia on German aircraft. In March of 1918, Kogenluft, the command center of the German air forces, ordered that the insignia be changed from the Eisernkreuz to the Balkankreuz (Bar or Beam Cross) for reasons that aren't entirely clear due to conflicting reasons given by some WWI aviation historians. The most logical explanation centers on the statement that the proportions of the Iron Cross caused it to be confused with the cockade on French and British aircraft by pilots on the edge of visual perception. In subsequent years, the insignia went through several design changes and by the beginning of WW2 had taken the familiar form.

It was only natural that the Eisernkreuz served as the insignia on the first German tanks and when the insignia change was ordered on German aircraft the order for a change also went out to German armored forces. The use of these crosses is clearly demonstrated in *German Tanks in World War I*, Wolfgang Schneider and Rainer Strasheim, Schiffer Publishing Ltd., 1990 ISBN 0-88740-237-2.

—G. Estan Kohler

Interestingly, Mr. Kohler provided Xeroxes of the above title and they show A7's during the summer of 1918 complete with WW2 style crosses, albeit much larger. Also of interest is the fact that the crosses emulate the style of the Iron Cross in that, although they are straight sided, they are black with a white outline. This

still leaves the question of why the early WW2 crosses were solid white and if the evolution to the WWI style was really due to the "target" nature of the marking.

Any more comments out there?



Me and the LVTP

Another good source for LVTP-5 photos, in addition to those you listed at the end of your recent review is *War Without Heroes* by David Douglas Duncan. It seems to be out of print, but you may find a copy, as I did, at your local library. The book is a photo essay of the Marine Corps in Vietnam, the opening sequence being loaded with Amtrac photos of a landing and shore operation by 2/3. Good shots of how sandbags could be stacked, the field mounted .30 cal (with flash suppressor) and the grunts riding on top. Later sections cover Con Thien and Khe Sanh. Lots of great photos of helmet markings and various ways of wearing 782 gear as well.

—Matt McGrath



Got a problem with any of this?

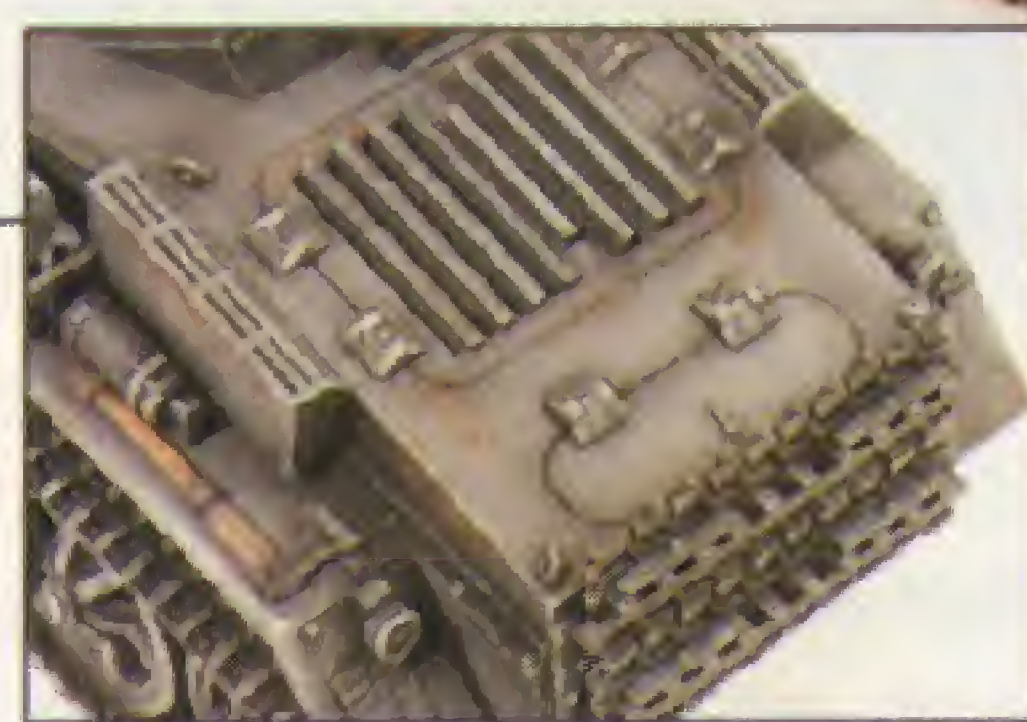
Send those comments to: Mail Sack, Military Miniatures in Review or discuss complaints, problems, wisecracks, etc. via the Internet. Find us at the handle: mmir35701@aol.com

Letters are sometimes edited for brevity, grammar, spelling, national security concerns and other stuff.

We sincerely regret that we rarely, if ever, are able to personally enter into correspondence with our readers.

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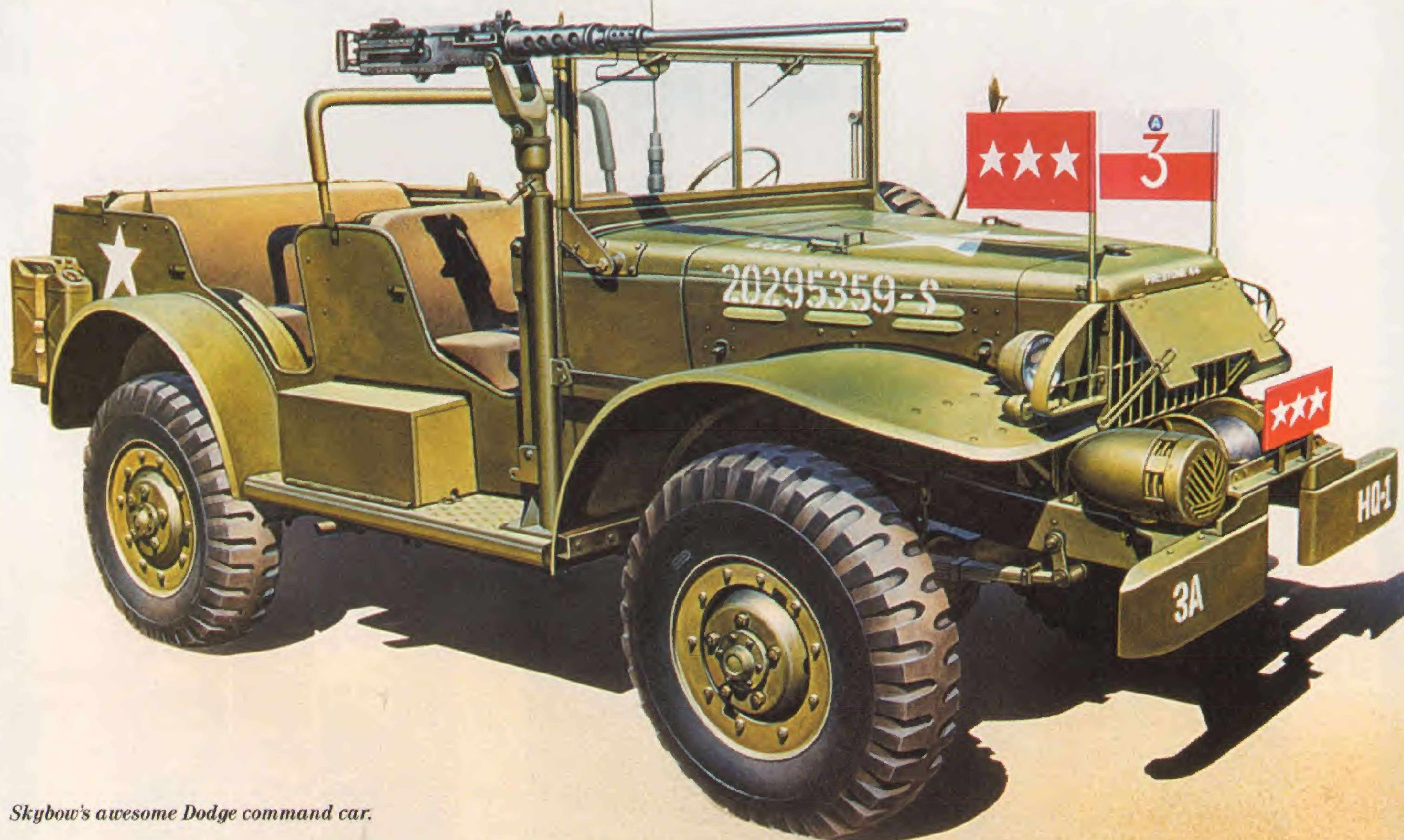
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The Year in Preview



Skybow's awesome Dodge command car.

Aber

Well, you know—they just won't stop. It just keeps coming and coming... More detail insanity from the etch masters in Poland. **35-049, Steyr RSO mit Pak 40, Vol. 1 - basic set**, two large sheets of brass, \$24.99; **35-050, Steyr RSO mit Pak 40, Vol. 2 - driver's cabin**, two large sheets of brass, \$21.49; **35-051, Steyr RSO mit Pak 40, Vol. 3 - fighting platform**, one large and one small sheet of brass, \$24.99. These three sets are extraordinarily comprehensive, not only greatly enhancing the Italeri kit, but correcting many of the kit's small errors. Outstanding!

Continuing is **35-054, PzKpfw III M/N, detail set**, \$22.99 for either the Tamiya or the DML kit; **35-056, PzKpfw I, Ausf. F**, two large brass sheets for the recent Alan kit, \$22.99; **35-069, GMC**, for the Italeri kit, price TBA. Their previous GMC sheet was probably their most outrageous we've ever seen and we can't wait to see this one. **35A54 is PzKpfw III sideskirts**, \$19.99 for any late model Panzer III; **35A56, PzKpfw III turret skirts**, \$11.49 is the same deal; **35A59, Tie Down Cleats** at \$9.99 is a

generic sheet for any armor model. **35A61, Side Storage Boxes for Cromwell & Centaur**, rounds out the selection for the Tamiya kit at \$14.99.

According to our latest G2, Aber will continue to have a very active release schedule and, if this is possible, subsequent releases will be even more elaborate and detailed. Stay tuned.

Accurate Armour

Catching up on the crop of late summer and early fall releases, we have the following conversions. **A55, M5A1 British Stuart-VI update** for the Tamiya kit; **C08, CJ5 Jeep conversion** for the Skybow kit; **C09, Israeli CJ5 (Israeli Recce)** also for the Skybow kit; **C11, M3A3 British Stuart-V**, another conversion for the Tamiya oldie; **C30, Warrior MRRV**, converts the Academy kit and **C-43, Crusader AA Mk-III** is for that great old Italeri kit. AA keeps a limited stock of the above plastic kits, too, so they can sometimes be ordered together. Neat.

C-44, Centaur AA Mk-II, **C52, Cromwell ARV-1** and **C53, Centaur Dozer** all convert the

new Tamiya kit. C53 includes decals. **C58, Warrior Command (FV511), conversion**; **C59, Warrior Artillery (FV515)** and **C60, Warrior Artillery OPV (FV514)** are all further conversions based on the Academy kit.

In straight etchy stuff we have **D27 through 29, Etched number and letter sets** for creating cast numbers on turrets and suspensions; **D-30, Padlocks** and **D31, Vehicle tie-downs**.

In the big stuff, a.k.a. full kits look out for **G-05, British 7.2 inch howitzer**; **KT102, Pioneer Gun tractor**; **KT-104, Scimitar (1/15 scale Gulf War late)** and **KT-114, M2D Alligator Bridging Ferry**. This last item is the huge Bundeswehr vehicle that is a cross between a truck and a bridging section. The idea is that four or five (or six) drive right into the water, hook up and become a bridge. Each is outfitted with fore and aft propellers and rudders, so once in the water, they can act as ferries (that's act as, not act like). The M2D is also used by the British.

Look for pictures of this stunning model in the next issue.

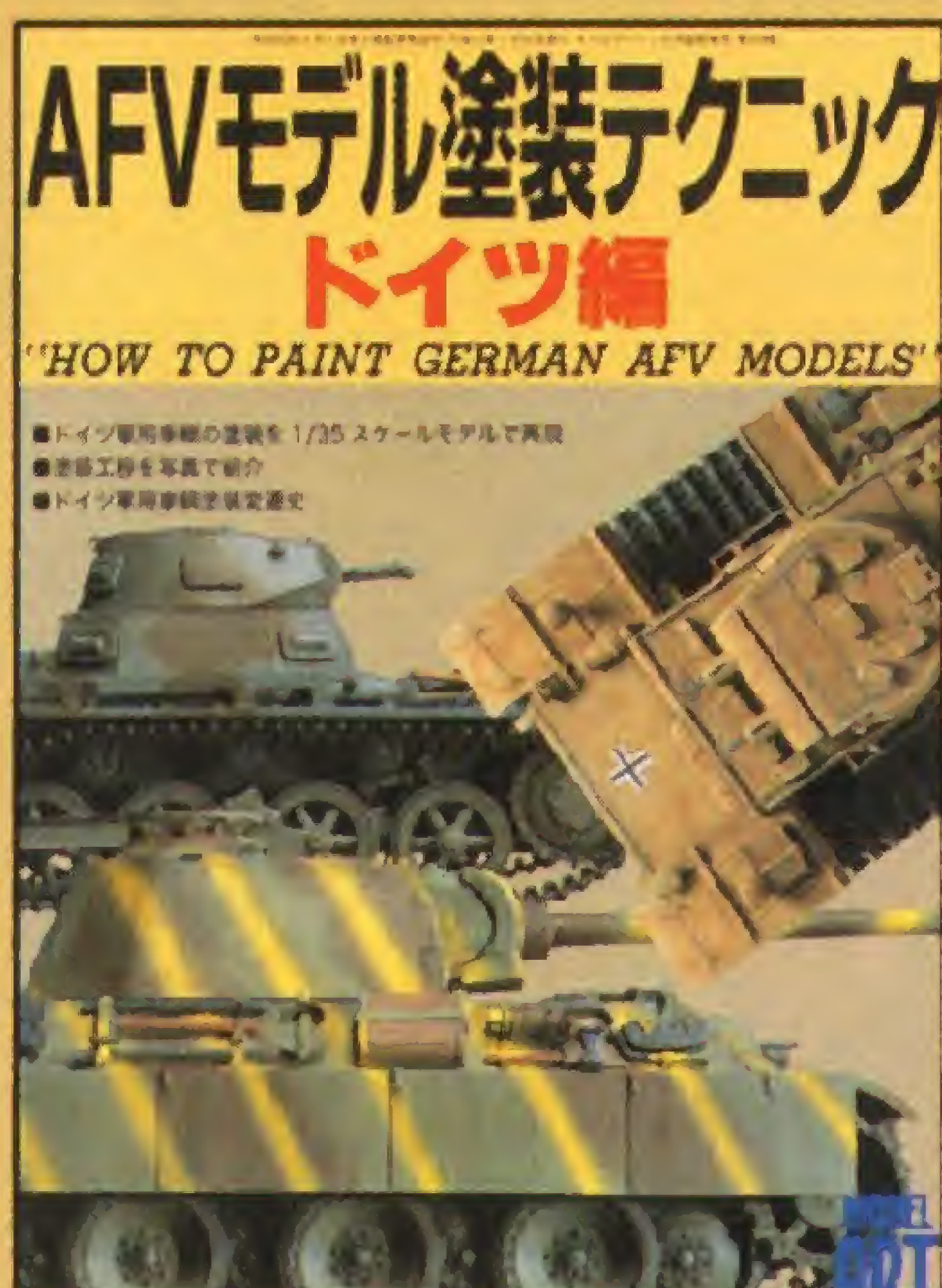
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SHANGHAI DRAGON 9009 M4A3E8 "Easy Eight" Sherman

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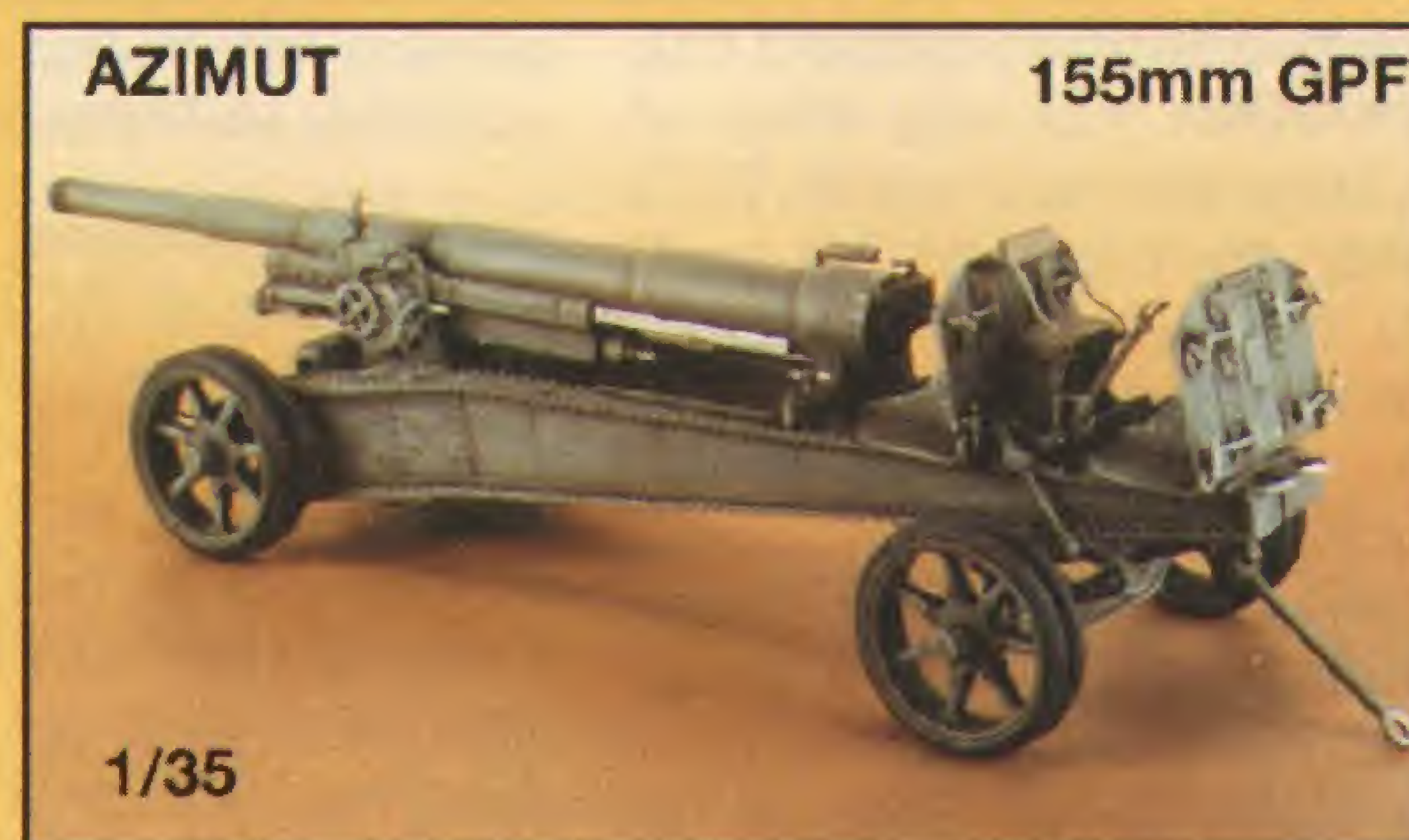
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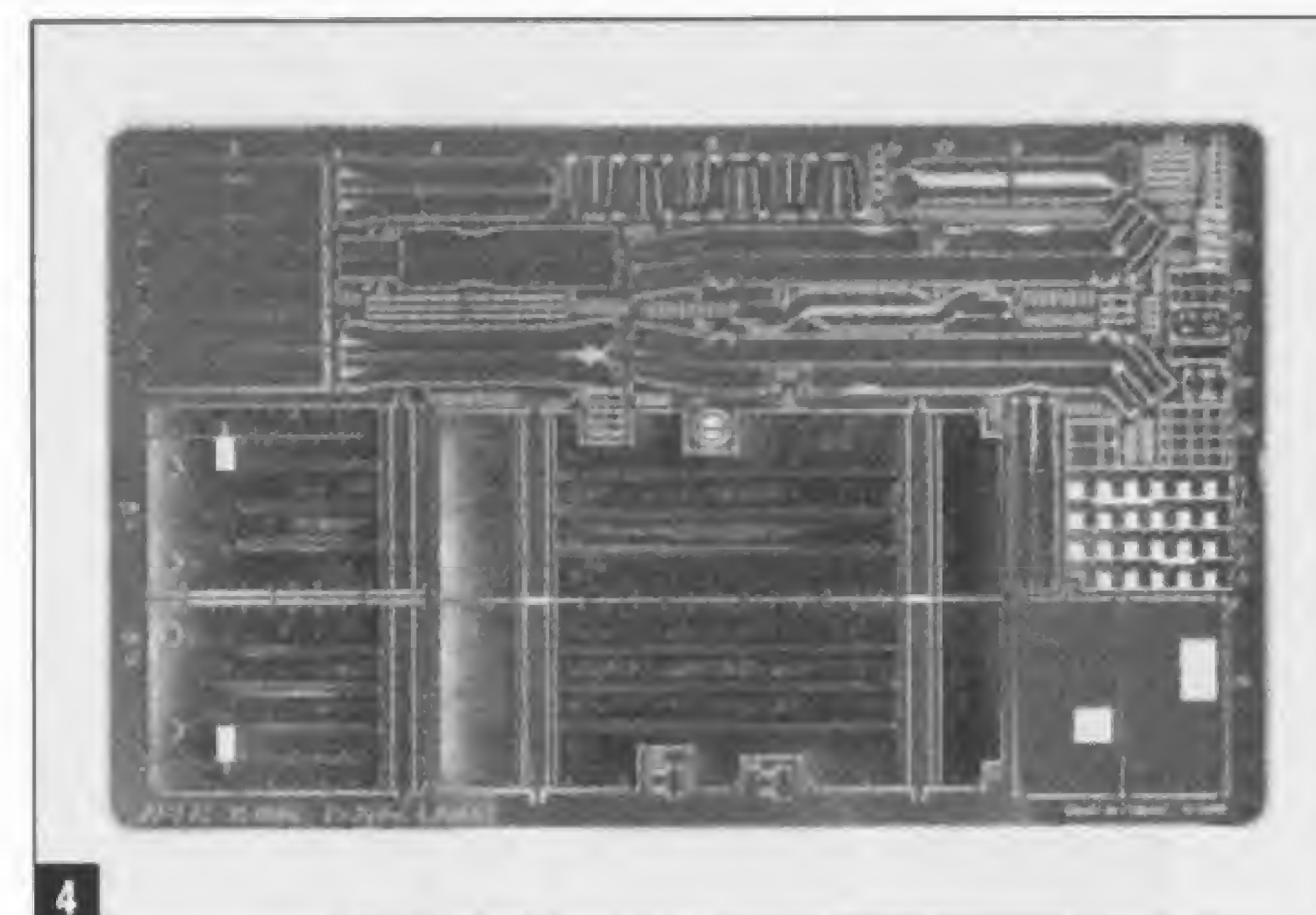
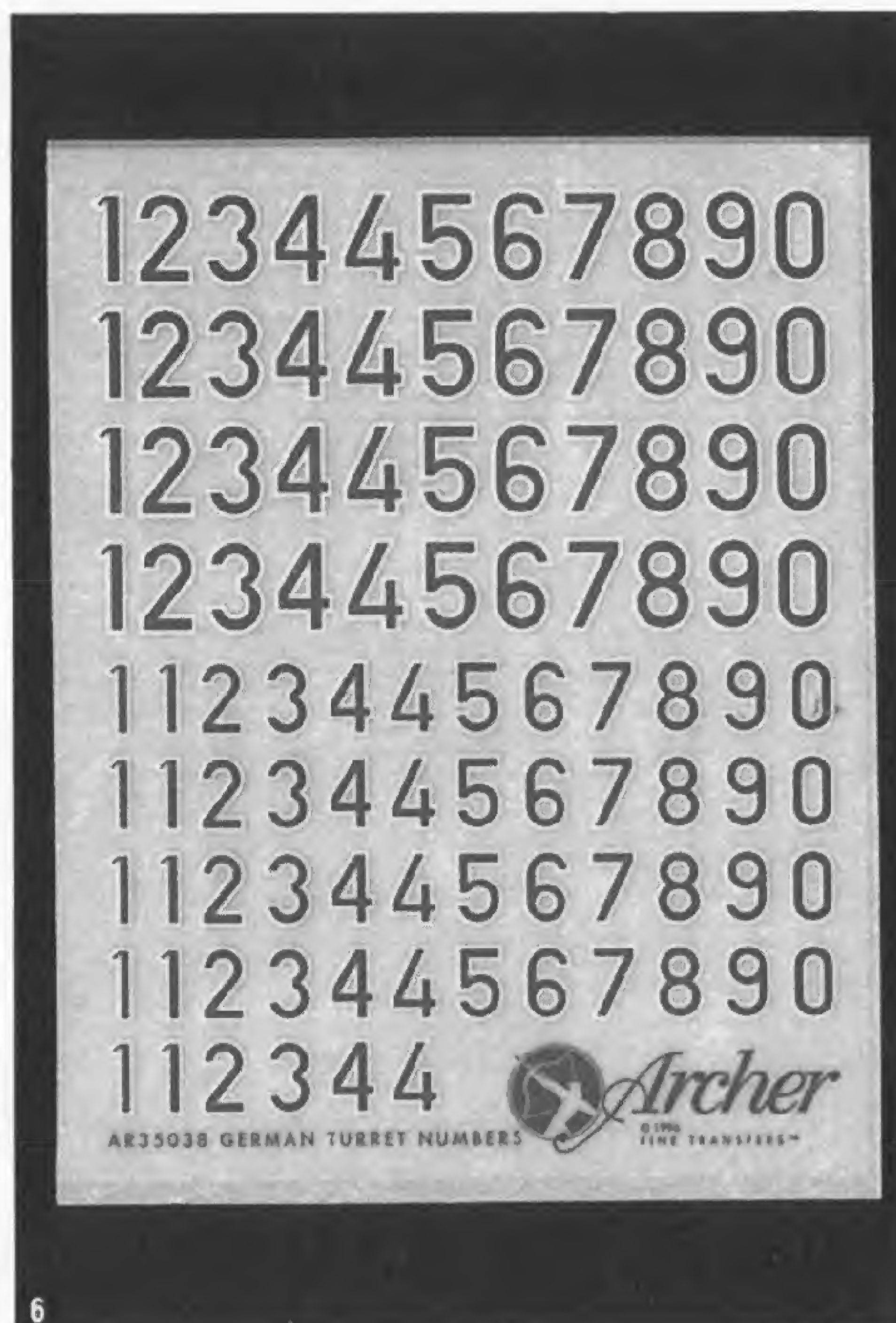
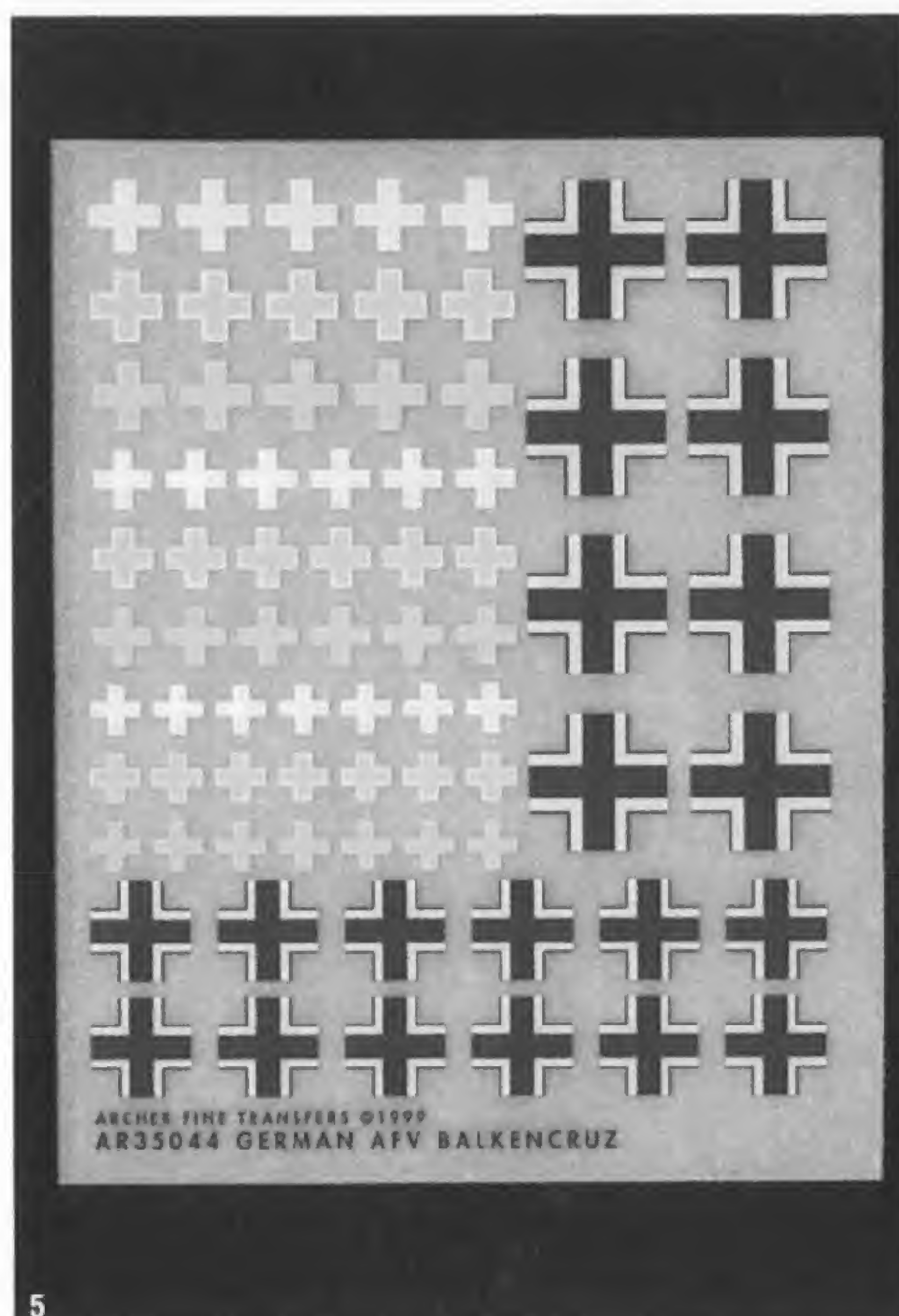
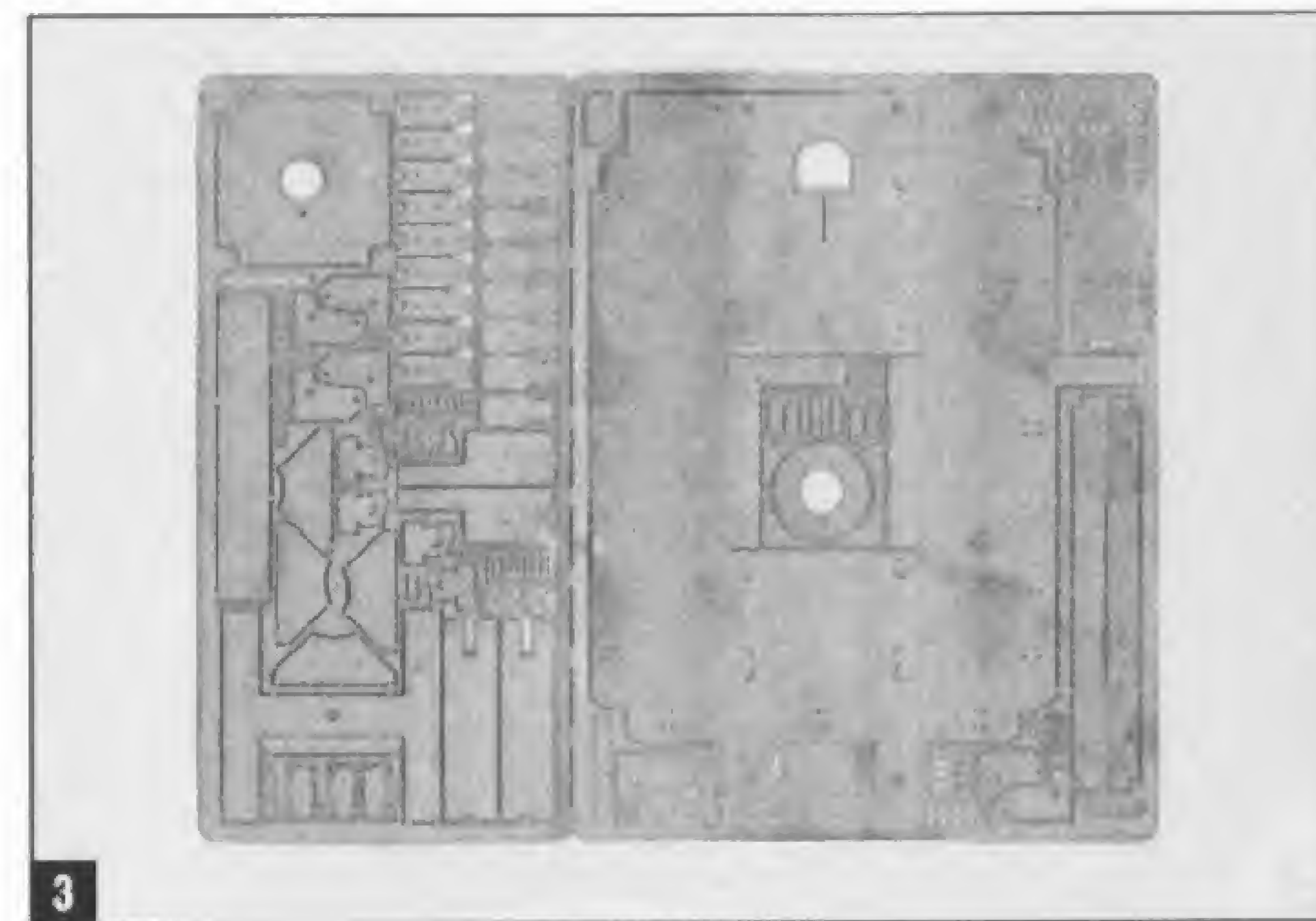
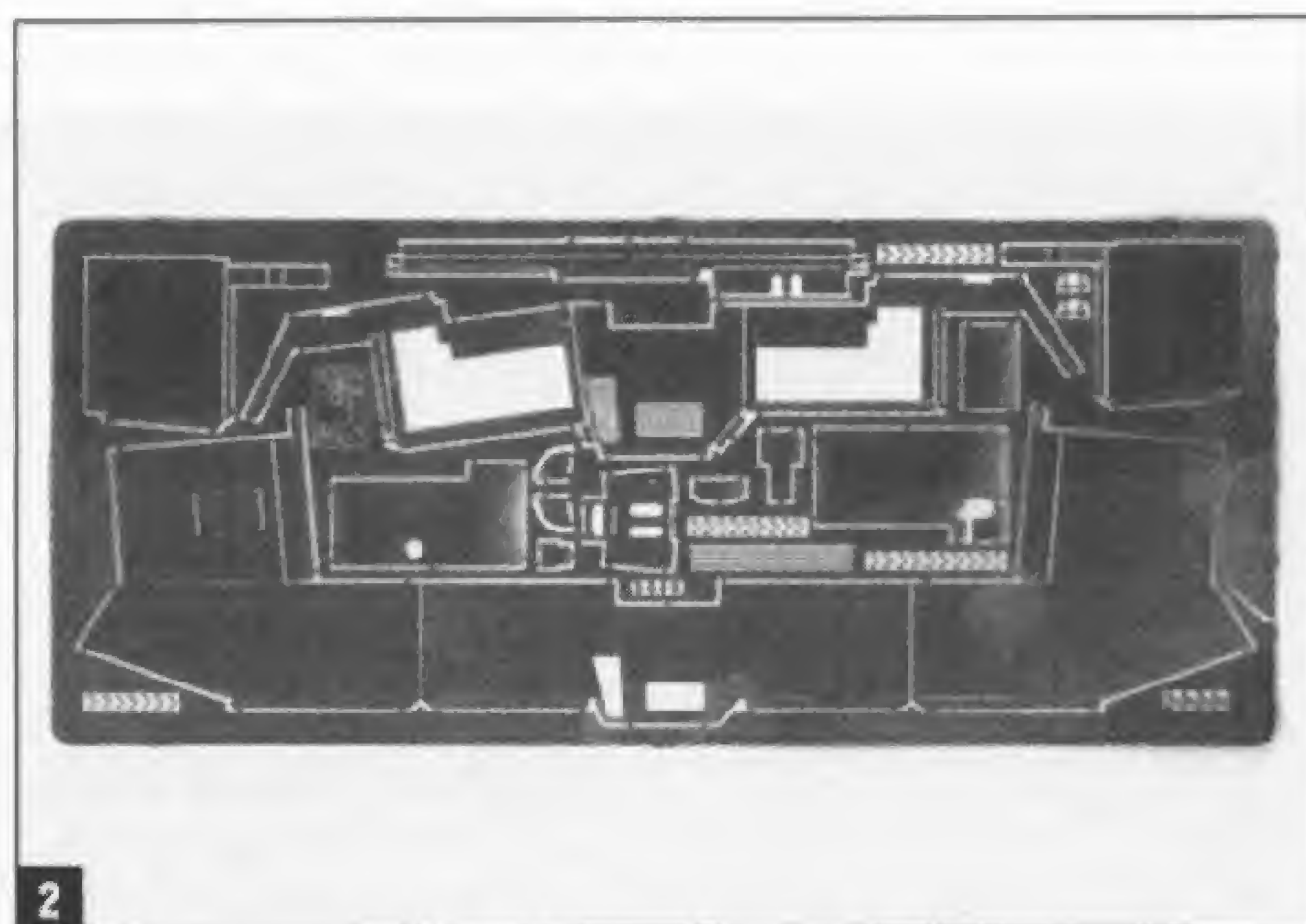
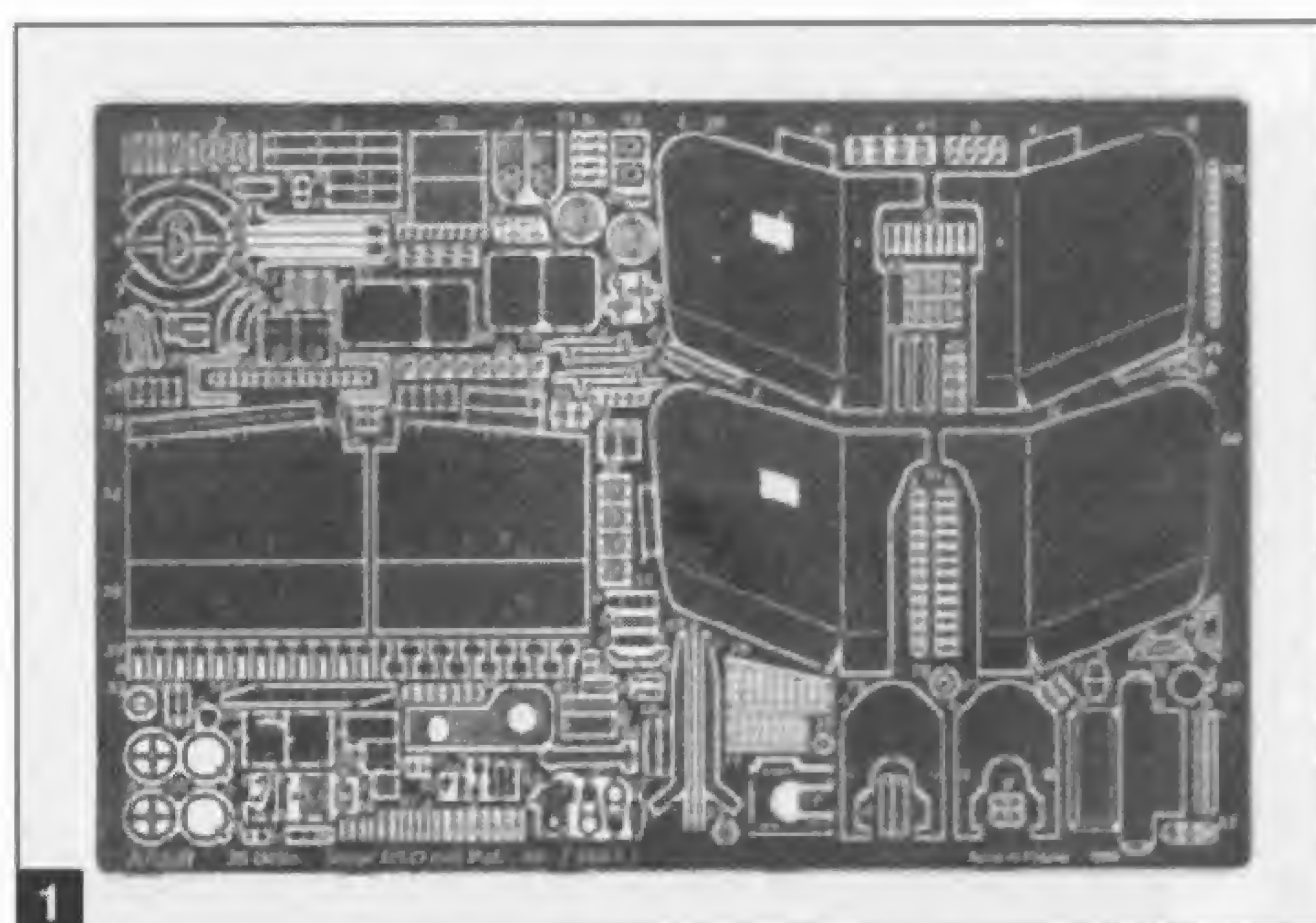
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1. Aber's RSO/Pak 40 set, Vol. 1
2. The second set, RSO/Pak 40 Vol. 2.
3. Aber's third installment, RSO/Pak 40 Vol. 3
4. The new Panzer I F etched set.
5. Archer's new German WW2 Balkencruz #2.
6. One of several new German WW2 Turret Number sets from Archer.

Alan Hobby

Some of the following is probably already out in most places, but it bears repeating that Alan is and will be releasing variants of the Panzer II D. 009 is **PzKpfw II D/E** at the retail of \$24.98. Following will be **010, SdKfz 122 "Flamingo," Flammpanzer** variant of PzKpfw II D at \$24.98 and 011 will be **SdKfz 131 Marder IID** for \$24.98.

Archer Fine Transfers

Heard of these guys? You will. Known for many years as producers of custom made aircraft dry transfers, Archer has chucked all that flyboy jazz in favor of good 'ol armor stuff.

Take a look at what's newly available. **35035, Oversized German Air Recognition Panel**, standard Nazi flag design 2.5 inches long with complete instructions, makes one panel, \$6.95; **35037B or W, German WW2 turret numbers**, black or white dashed stencil outline style. Each sheet contains 50 numbers .38 inches tall and 50 numbers .30 inches tall, \$6.95 each; **35038B, BL, R, German WW2 turret numbers**, solid black, blue or red with white outline. Each sheet contains about 40 numbers .42 inches and 40 numbers .33 inches tall, \$11.95 each; **35039, German WW2 turret numbers**, 50 thin tall style solid red and 50 red with white outline .35 inches tall, \$11.95; **35040B and Y, German WW2 turret numbers**, 100 medium tall style black with white outline or yellow with white outline .35 inches tall, \$11.95; **35041B and W, German WW2 turret numbers**, solid outline style, each sheet contains 50 numbers .38 inches tall

and 50 numbers .30 inches tall, \$6.95 each and **35042R, W and Y, German WW2 turret numbers**, medium solid style, each sheet contains about 130 numbers .28 inches tall, \$6.95 each.

Additional markings include: **35043, German WW2 Balkencruz #1**, this sheet contains 76 standard and variant black with white outline and white outline only Balkencruz insignias commonly found on German armor, \$11.95. **35044, German WW2 Balkencruz #2**, contains 76 standard and variant black with white outline, solid white, solid yellow and yellow with white outline early war Balkencruz insignias commonly found on German armor, \$11.95. **35045B, R, W, and Y, German WW2 Tactical Symbols (1935-1942)**; large sheet contains more than 125 tactical symbols, all known designs in two sizes for \$9.95. **35046B, R, W and Y, German WW2 Tactical Symbols (1943-1945)** is a large sheet containing more than 150 tactical symbols, all known designs in two sizes for \$9.95. **35047, German WW2 license plates**, contains more than 40 license plates commonly found on German vehicles in the 3 styles most commonly used for \$4.95.

Now, all this is in addition to several existing sheets that encompass a wide range of U.S., Russian and Czech armor. If you've never seen or used Archer transfers before, you should know a thing or two about them. First of all, each sheet is more or less custom made. These are not knocked out by the thousands. As a result, the registration of the various colors is fantastic. The German numbers, for example, are bordered by extremely thin sections

of color and each is razor sharp. Secondly, the material that the transfers are made of is designed so that it rubs off easily, but only when you want it to. The material is sufficiently thick that it does not easily rip and it lays down over detail perfectly. And, as described above, the sheets all contain plenty of individual markings.

Given the scarce nature of other dry transfer sets and their general poor quality, Archer transfers may just be the greatest thing since the X-Acto blade.

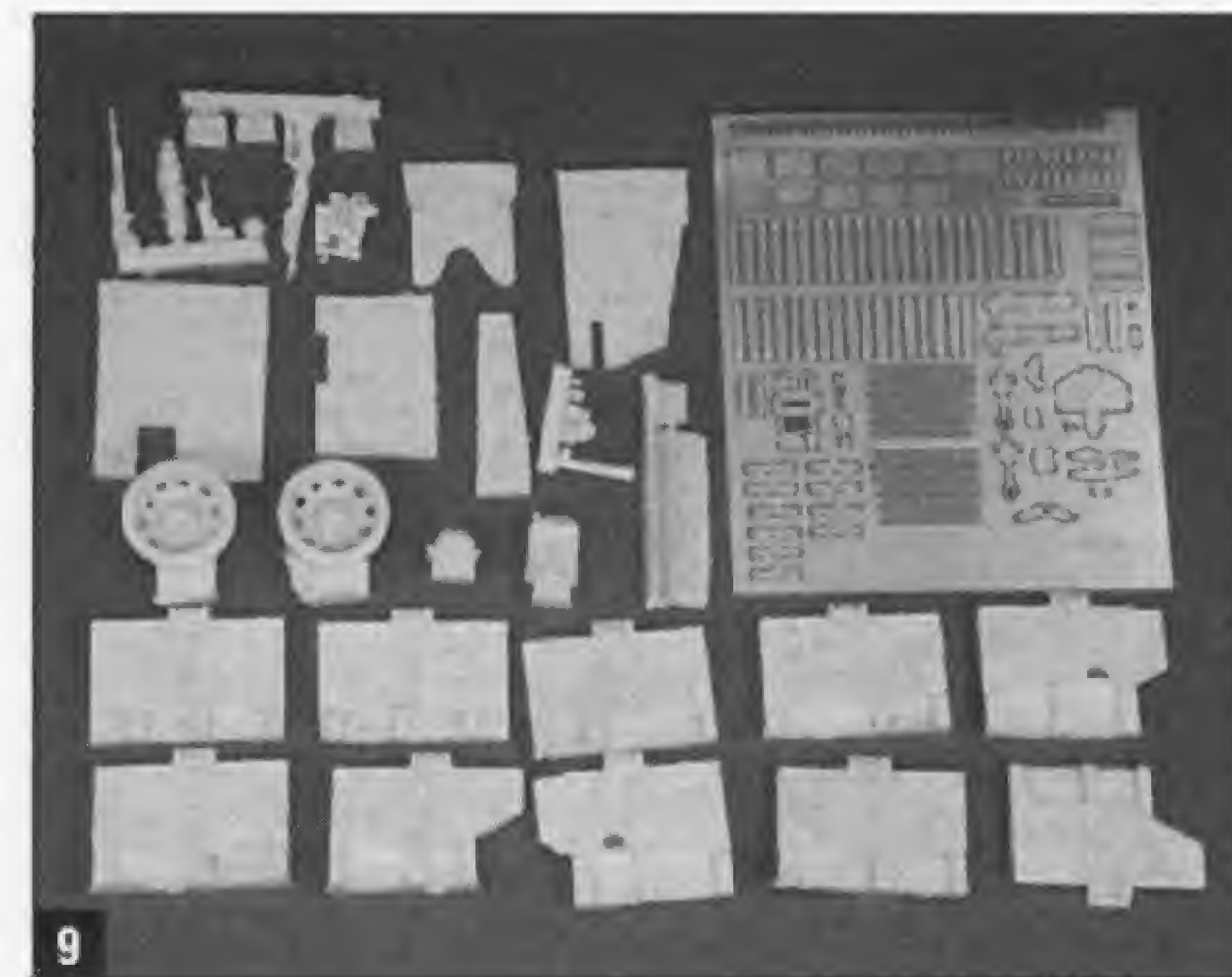
Contact Archer Fine Transfers at 1205 Silvershire Way, Knightdale, NC 27545; telephone 919-266-4181; e-mail transferman@mindspring.com; website www.mindspring.com/~transferman

Concord Publications

Coming up or here right now in the *Armor At War Series* are: **7024, Wehrmacht Support Vehicles**, \$14.98; **7025, 4th Panzer Division in Action #1**, price TBA; **7026, 4th Panzer Division in Action #2**, price TBA; **7027, British Tanks of WW2 #1, France & Belgium 1944**, price TBA; **7028, British Tanks of WW2 #2, Holland & Germany 1945**, price TBA; **7029, Sturmartillerie in Combat #1**, price TBA; **7030, Sturmartillerie in Combat #2**, price TBA; **7031, US Half-Tracks at War 1941-45**, price TBA; **7032, US AmTracks at War 1941-45**, price TBA.

In the *Armor At War Mini-Series*: **7503, Russian T-80 Main Battle Tank**, price TBA; **7504, German Wheeled Fighting Vehicles**, price TBA.

Concord Publications are found in hobby shops



7. Corée's "Memphis Belle" figure set.
8. The complete Panzer IV A kit from Corée.
9. The Corée Merkava MkIIIB super detail set.
10. "Do you wanna ride?" Figure set from Corée.
11. Corée's mighty Neubaufahrzeug.
12. The new VW Type 87 sheet from Eduard (for CMK).
13. Eduard's M101 Howitzer set for the Italeri kit.
14. The Tpz 1 FUCHS set from Eduard (for Revell).
15. Eduard's highly useful new generic hinge set.
16. The make-over for the VM Bishop from Eduard.
17. Eduard's slab 'o etch armor for the Tamiya Jeep.
18. The new German Stenciling (black) from Finger Print Designs.
19. Fingerprint's U.S. Registration Numbers in blue drab.
20. Friul's new Merkava III track, ATL-49.



everywhere. Interested shops should see the Right Stuff ad elsewhere in this mag.

Corée Productions

Corée, which hails from Korea (Corée: Kor-ree, Kor-ree-ah—get it?) has begun to deluge us with very cool stuff. Here's what we know so far: In figures: **CE0055, US tank crew, WW2**, \$8.98; **CE0056, Memphis Belle**, a 10 figure WW2 USAAF bomber crew to pile in and around the Tamiya Willys MB for \$61.98; **CE0058, German Fallschirmjäger, 1943 Ukraine**, \$9.98 and **CE0059, Do you wanna ride?** A 2 figure set of a WW2 German trying to take a chick for a ride, \$19.98.

Quite a few very interesting kits. **CE3506, German Neubaufahrzeug**, \$122.98; **CE3507, German PzKpfw IV Ausf. A**, \$107.98; **CE3508, German PzKpfw IV Ausf. E**, conversion set for the Dragon PzKpfw ausf F1, \$55.98; **CE3509, Bengurion, Israeli upgraded British Centurion**, \$147.98; **CE3510, Merkava MkIII, super detail set**, \$39.98 (new side skirts and other bits for the Academy kit. Includes a big sheet of brass); **CE3511, Merkava MkIIIB, basic set**, \$10.98 (resin add-on turret armor); **CE3512, Merkava MkIIIB, super detail set**, \$49.98 (same as 3510, but includes set 3511).

In terms of what you get, Corée is a class act. The figure sets are attractively packaged with full color artwork and are cleanly cast in resin. The conversions are full kits (also in resin) and are very well done, with full color instructions (beautifully printed), and most contain a good sized slab of

expertly produced photo-etched brass. The prices are admittedly high, but in this case, it appears that you definitely get what you pay for.

The Corée Productions products are available exclusively through Squadron Mail Order in the U.S.

Dragon

Just when you thought there was nothing new left to do... Dragon has decided to shift its considerable hobby bulk over to the production of 1/6 scale action figures. Action figures? You mean like GI Joe? What gives? Now, now, these aren't just any action figures. These are designed with the collector in mind, not the kiddies. Each figure is very deliberately designed and executed to come off like a giant military miniature (excuse the contradiction). All of the uniforms and weapons are extremely realistic, as are the accessories. Although the bodies are similar to our old friend Joe, each of the Dragon figures has a head sculpted by premiere figure sculptor Mike Good. So all in all, Dragon has made a rather substantial effort to hook none other than you, dear reader.

We are a little late in reporting this due to the fact that the figures are selling at a rate that defies publicity. The first six figures are completely sold out in the U.S., although some may still be hiding in a shop somewhere.

All the figures have been German, so far, and are designated by names, such as "Klaus" or "Gerhard." The latest two releases, now in shops, are **DR70003, Feldgendarme "Karl"** and **DR70007, Tank Officer "Fritz" Wiking**

Division. Each of these figures retails for \$35.00.

Also available now are two special forces types. **Hong Kong SDU "Michael,"** \$35.00 and **SAS "Nigel,"** \$40.00.

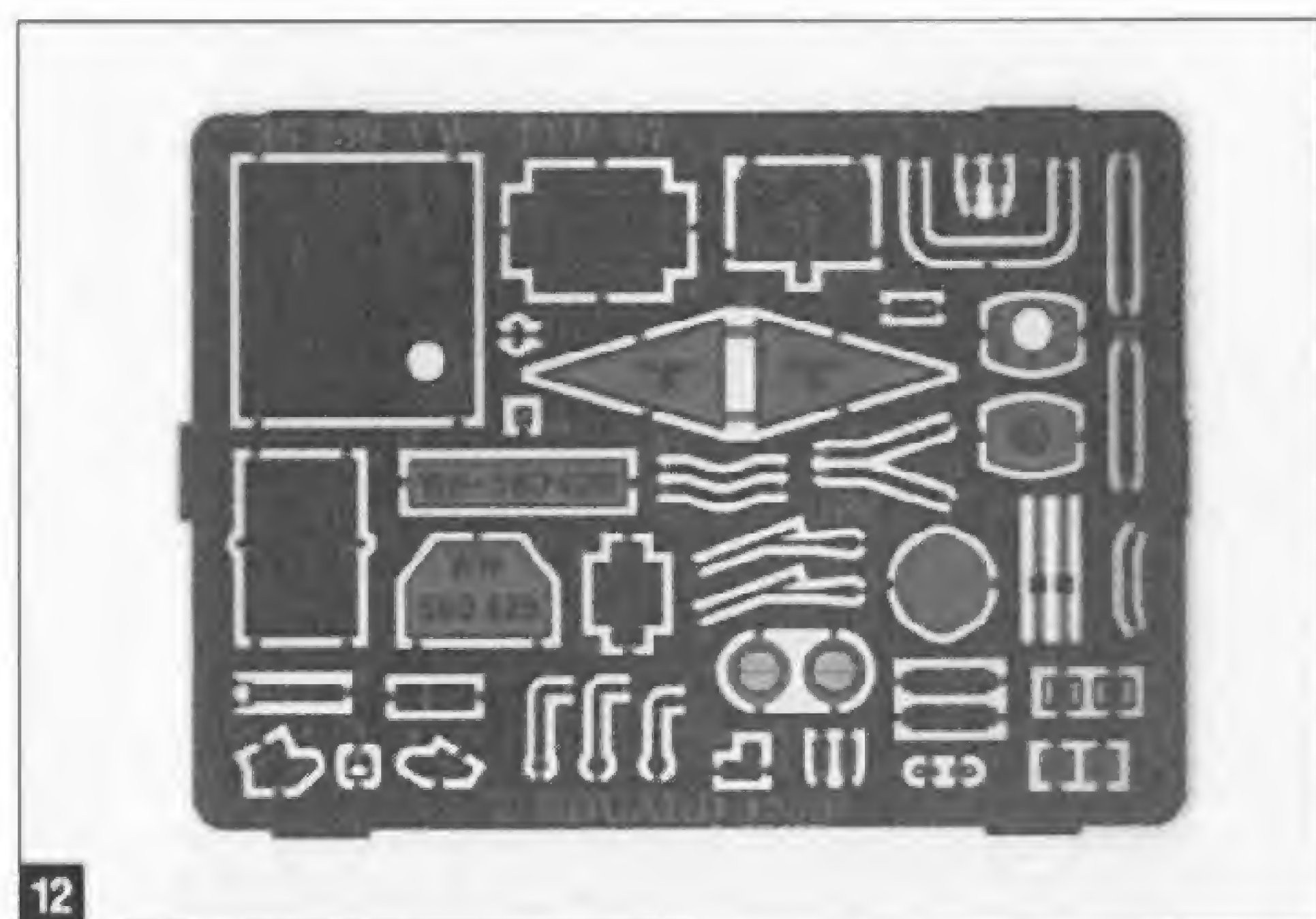
Future releases will include four more German figures, three of which are garbed in full SS camo. The very next release is **German Sniper "Ernst,"** who will also be priced at \$35.00.

For availability near you, check your local hobby shop or the U.S. importer's web site at marcopoloimport.com

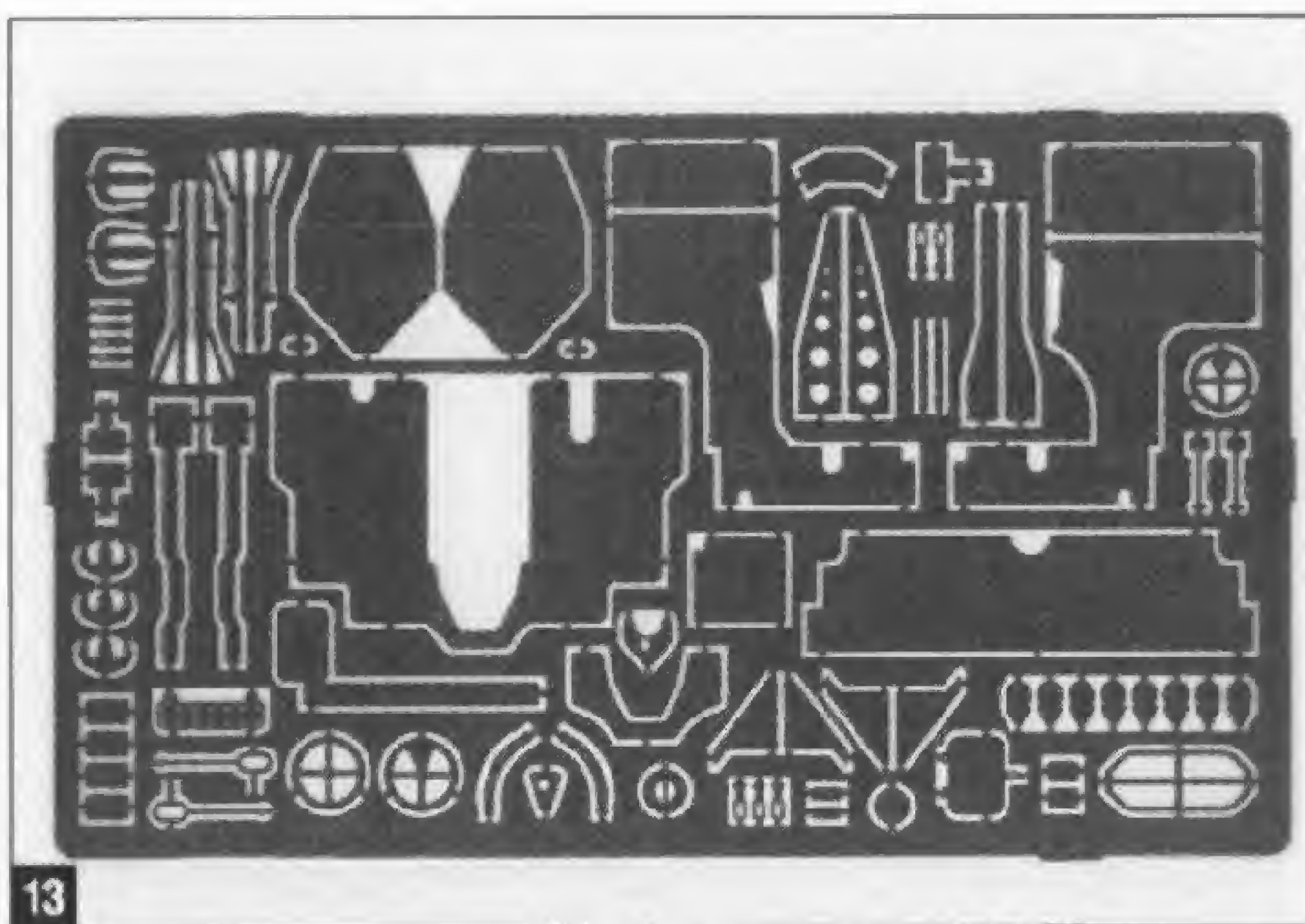
Eduard

Etch away! Etch away! Etch away all! More great stuff from those wacky etchmen in the Czech Republic. In small scale items there is: **22-024, Panther Ausf D/A**, one large brass sheet for the Revell kit, \$14.99; **22-025, PzKpfw IV F1/F2**, one large sheet of brass for the Hasegawa kit, \$8.99; **22-026, PzKpfw IV Ausf. G**, for the Hasegawa kit, \$14.99 and **22-027, PzKpfw V Panther**, for the Revell kit, \$14.99

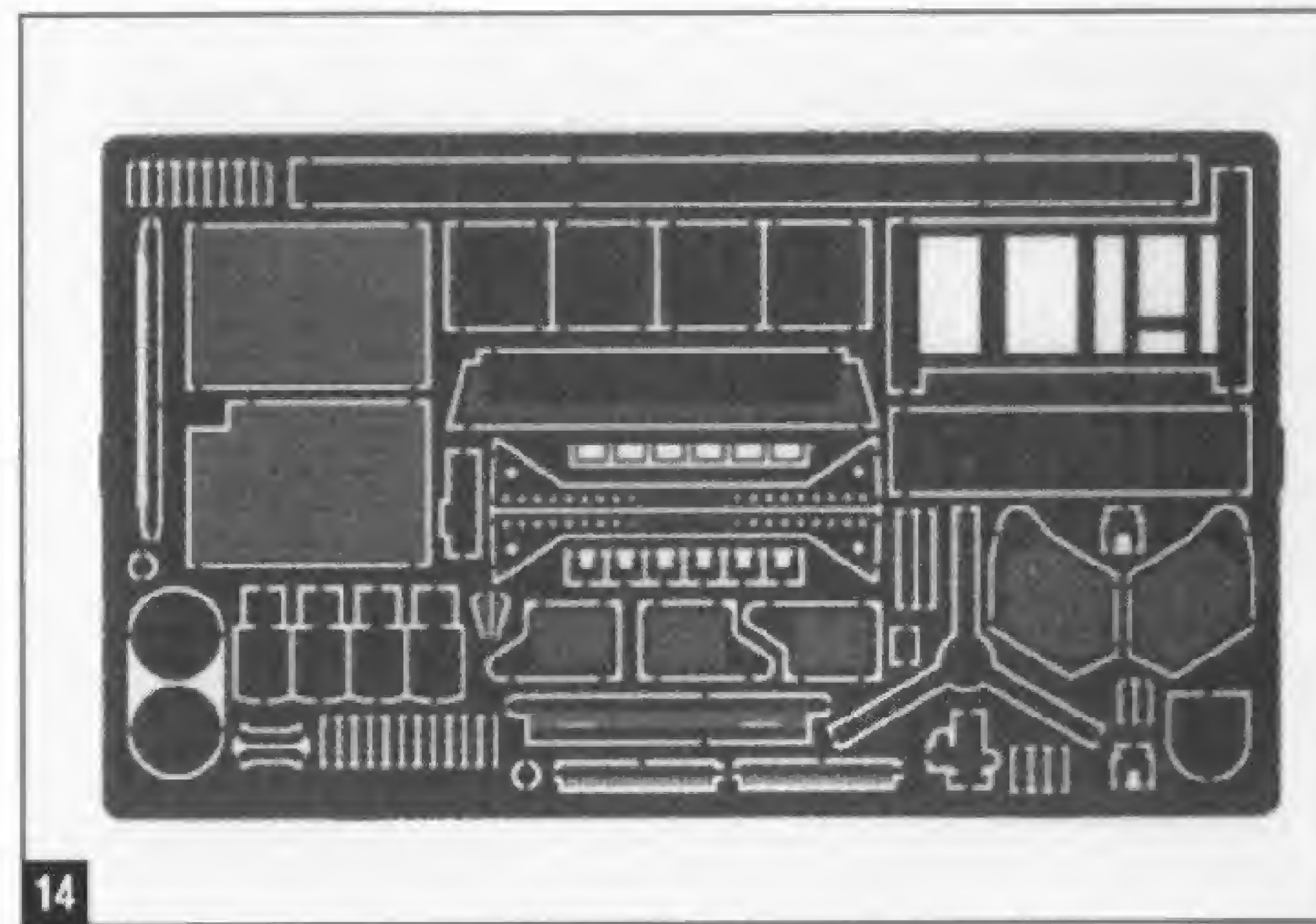
The current crop of 1/35th scale stuff reads like this: **35-237, SdKfz 250/1 NEU**, brass and acetate gauges for the Dragon kit, \$19.99; **35-239, VW Type 87**, a small sheet of brass and some acetate gauges just in time for the CMK kit, \$11.99; **35-242, M101 howitzer**, one large sheet of brass for the Italeri kit, \$14.99; **35-243, Merkava Mk III**, for the Academy kit, \$19.99; **35-244, TPz 1 Fuchs**, one large sheet of brass for the Revell of Germany kit, \$19.99; **35-245 Hinges**, one large sheet for general use, \$14.99; **35-246, T-26/BT-2**, lots of brass for the Mirage kit,



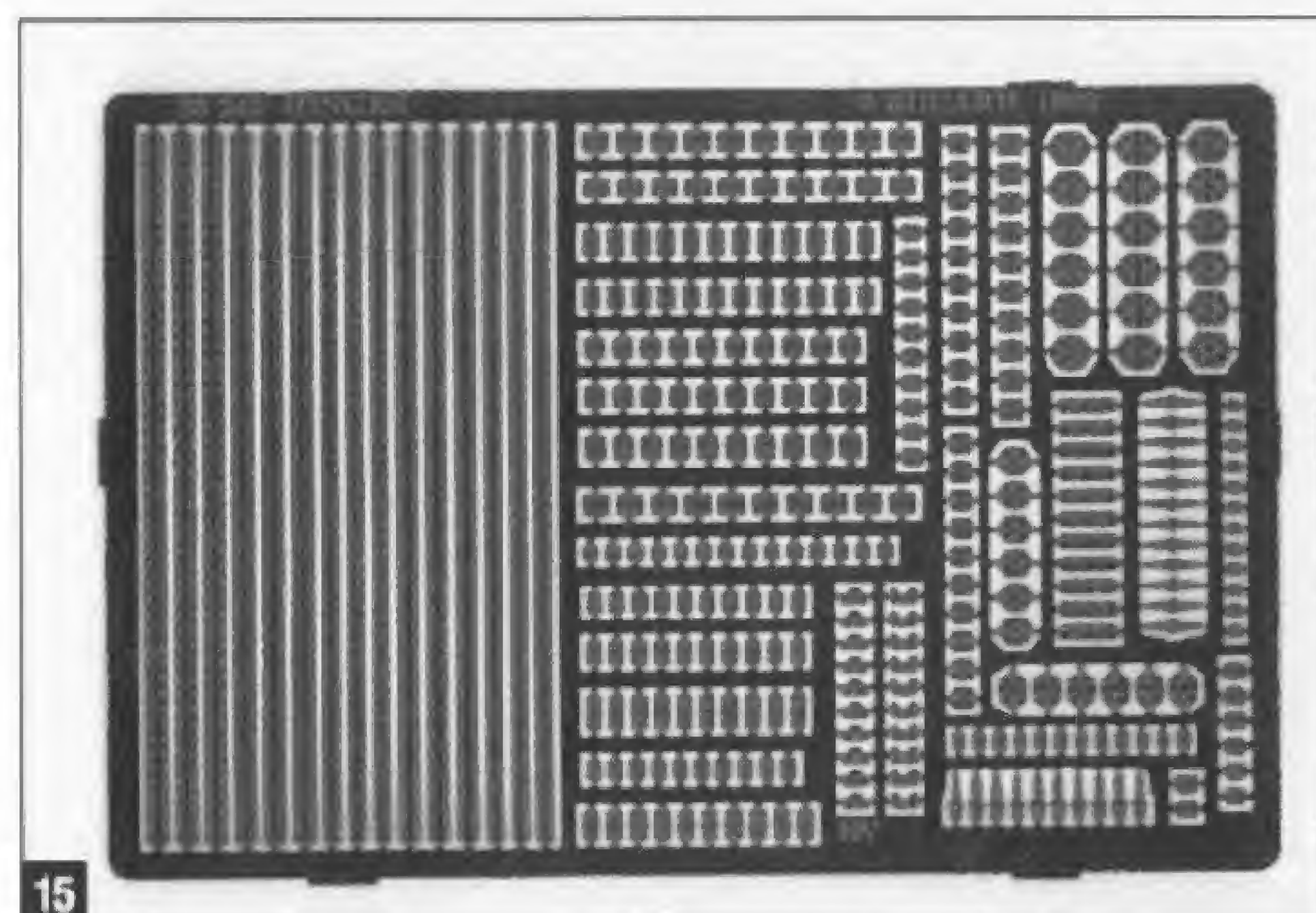
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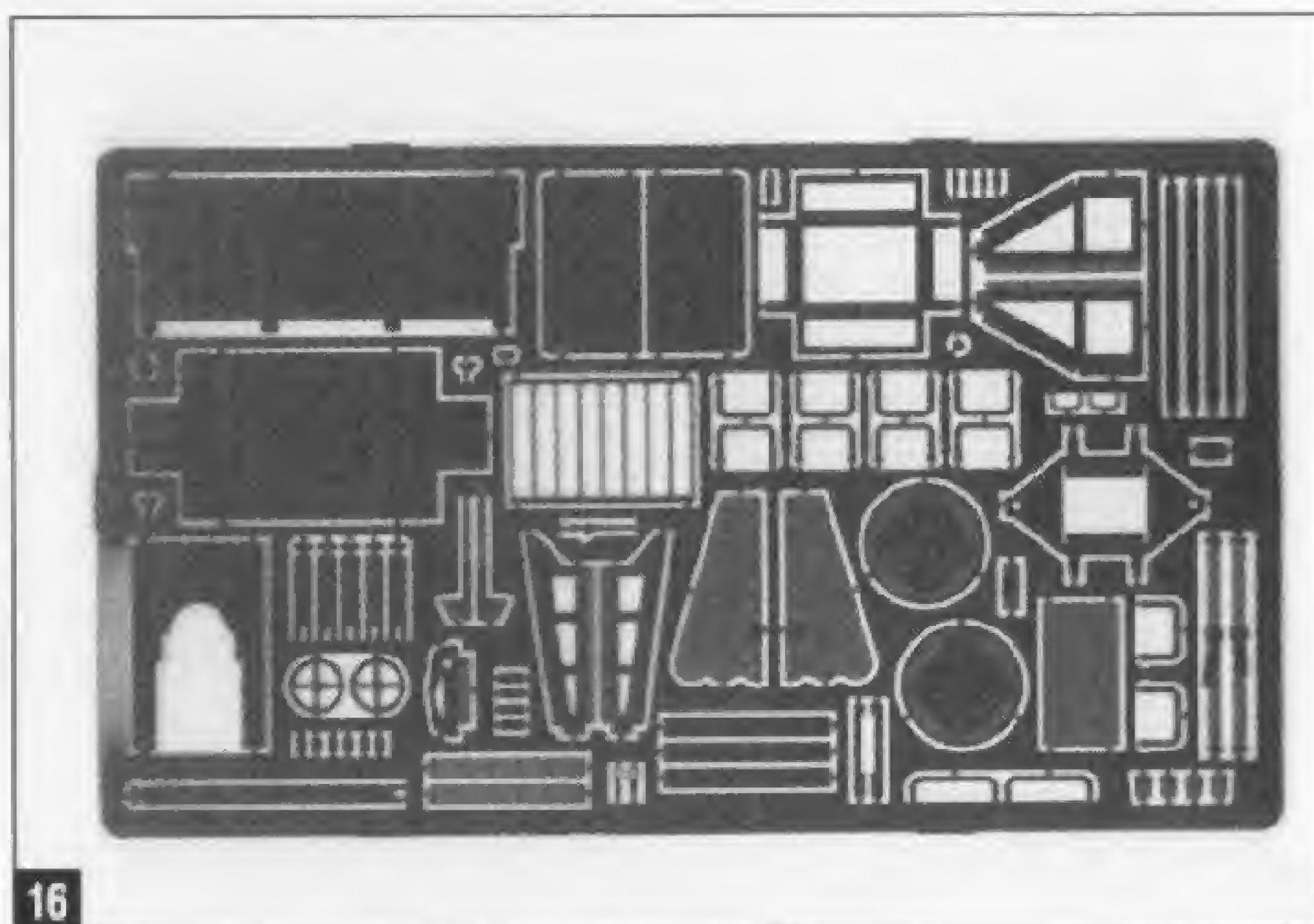
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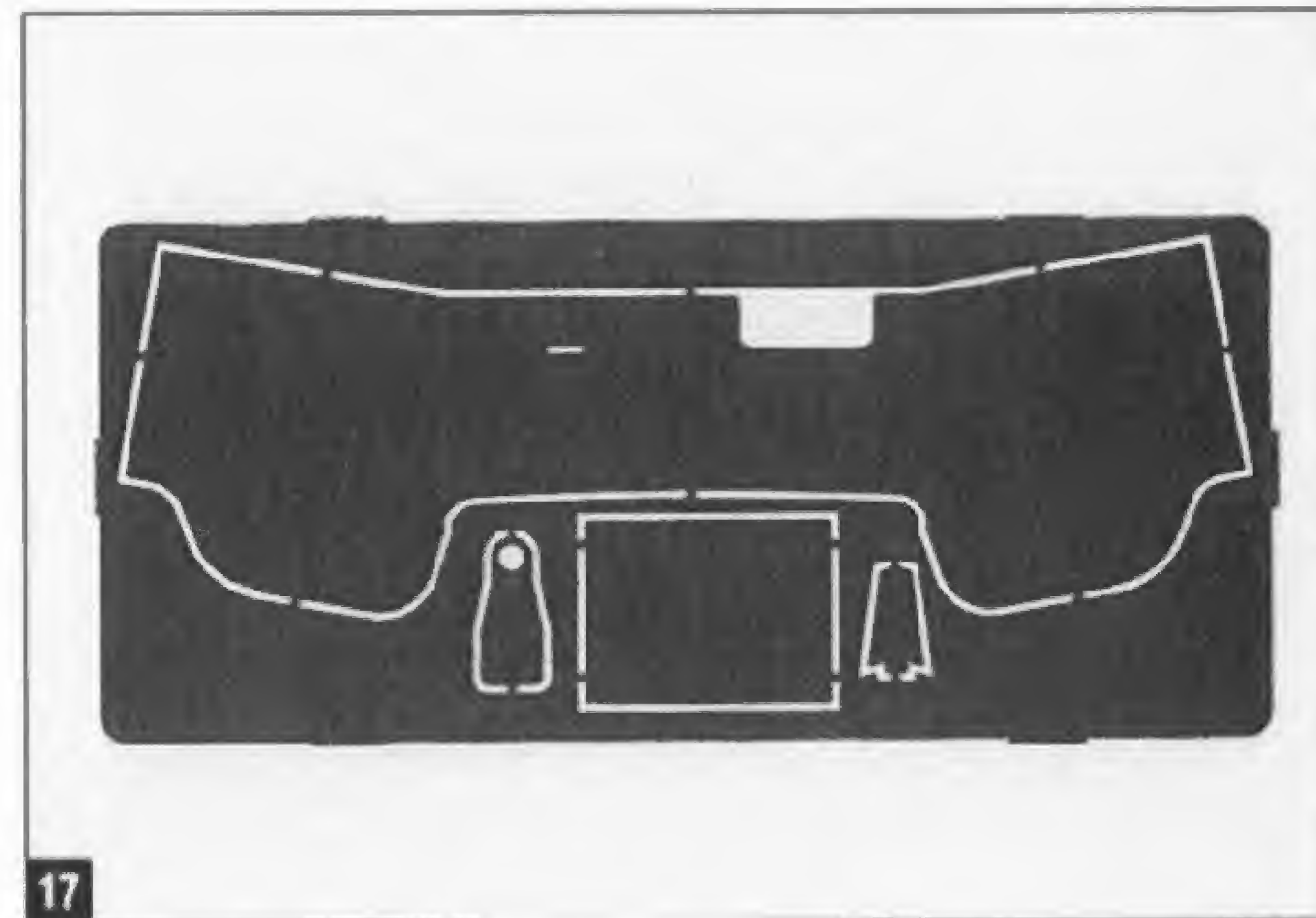
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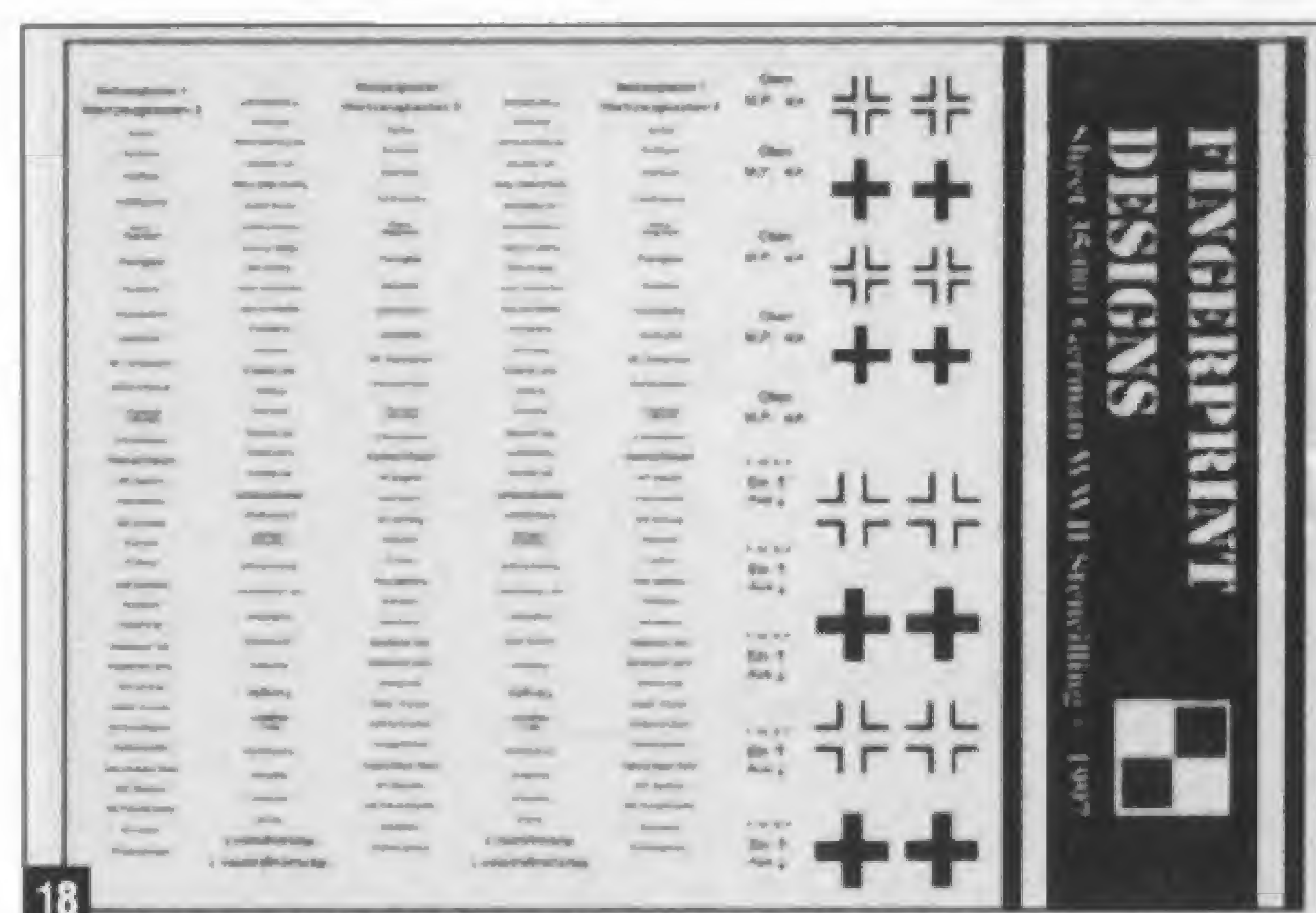
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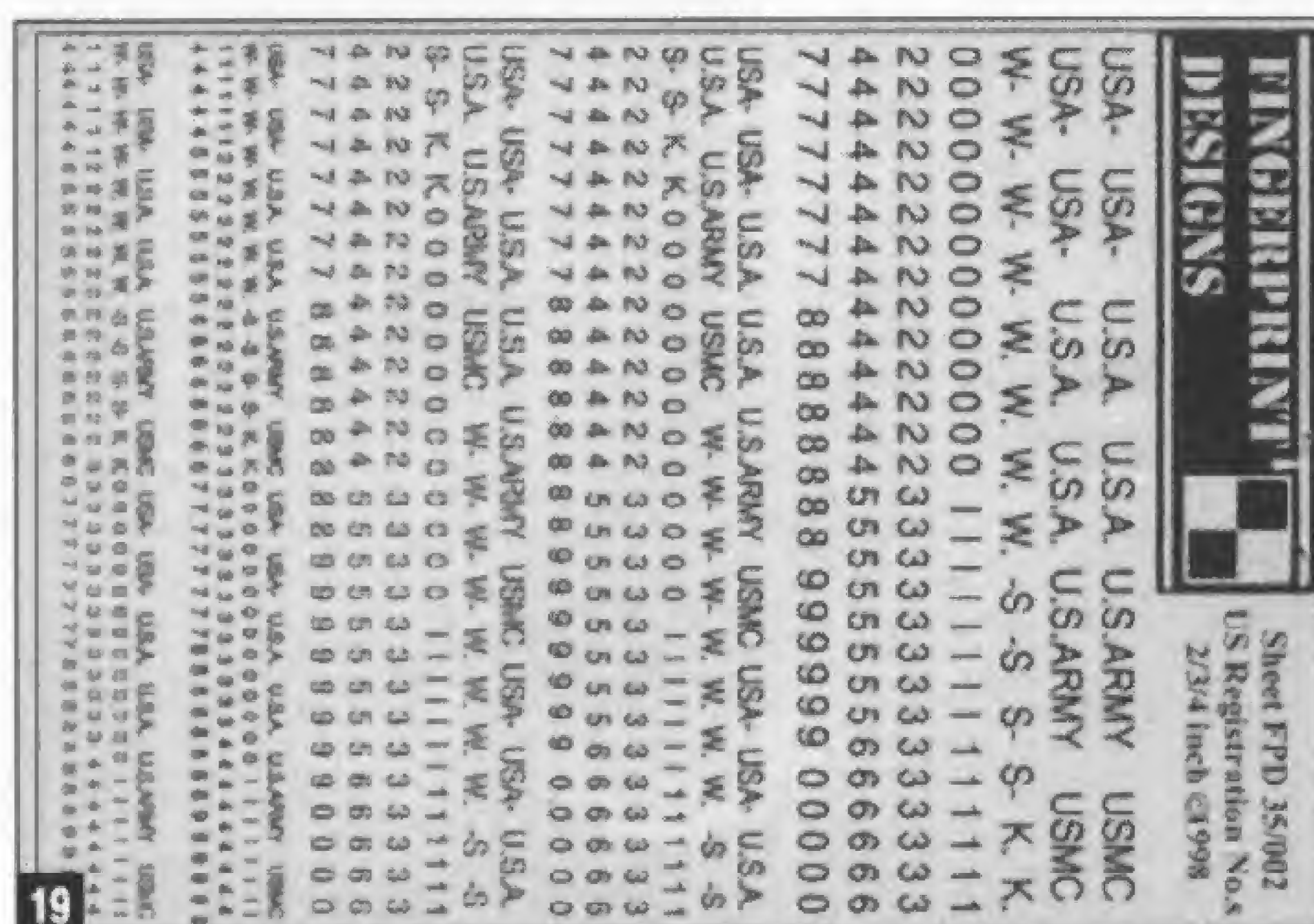
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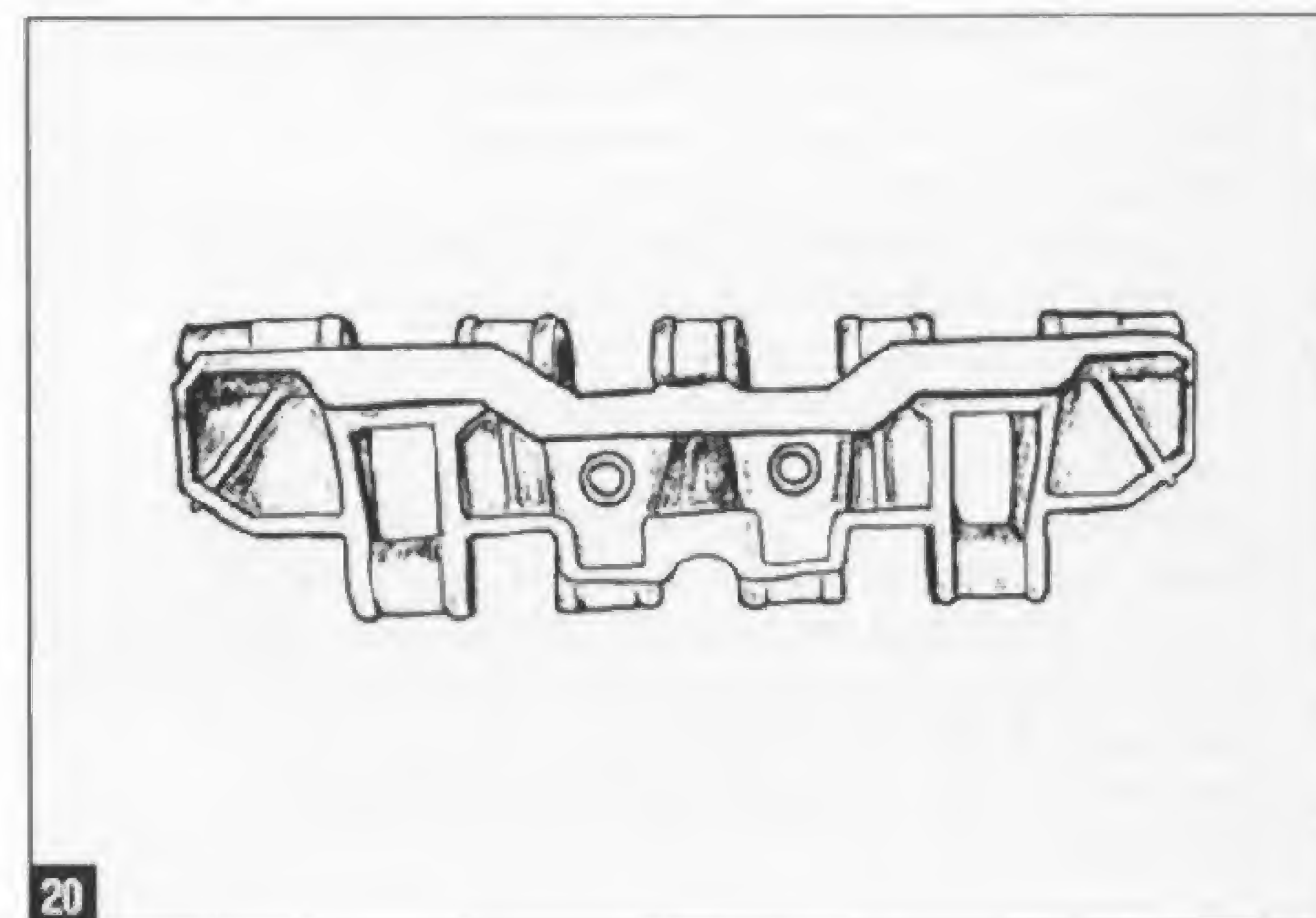
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\$19.99; **35-248, Centaur C.S.**, for the Tamiya kit, \$19.99; **35-249, Jeep with armor plate**, single sheet of brass for the Tamiya kit, \$11.99.

(Take a breath)

35-250, Flak 43, detail set for the Italeri kit, \$19.99; **35-251, Chevrolet LRDG truck**, for the oldie but goodie Tamiya kit, \$19.99; **35-252, Maus**, detail for the Dragon kit, price TBA; **35-253 SdKfz. 234/3**, etched goodies for Italeri, price TBA; **35-254 M46 Patton**, etched fun for the Dragon dude, price TBA and **35-255, PzBhlgwgn, Panther G**, also for the Dragon kit, price TBA.

Eduard etched sets are found everywhere you are.

Elefant Model Accessories

Elefant has purchased all the remaining stock of JM Models and now is marketing the following products under their name.

35001, Telegraph pole with lamp, wooden dowels plus resin details and wiring, makes two poles, \$8.95; **35002, Telegraph pole**, wooden dowels plus resin details and wiring, makes two poles, \$7.95; **35003, Street lamps #1**, two ornate 4-piece European street lamps, \$10.95; **35005, Wooden cart for two horses**, large four-wheeled resin wagon, \$19.95; **35006, US 75mm ammo boxes**, large and small sizes, 5 each both open and closed, \$8.95; **35007, US 76mm ammo boxes**, four open with separate lids and four closed, \$8.95; **35008, Wooden latrine**, one-seater outhouse, \$9.95; **35009, Milk pots and wooden barrels**, 4 wooden barrels with and without tops, plus four milk pots, \$9.95; **35010, Singer sewing machine**, resin and

etch sewing machine with stand, \$11.95; **35011, Wooden boxes**, three large closed crates, plus three open with separate lids, \$9.95; **35013, Barrels**, 6 55-gallon drums, \$9.95; **35014, Farmer's cart**, complete resin cart with two spoke wheels, \$13.95; **35015, Cal. 30 and Cal. 50 ammo boxes**, 15 of each, \$9.95; **35016, Stove and brazier**, one small stove with pipe, plus two field braziers, \$9.95; **35017, US 105mm ammo boxes**, three open with separate lids, plus four closed, \$8.95; **35018, 15cm Nebelwerfer rockets**, 6 shells, 6 closed canisters, 4 open canisters with separate lids, \$9.95 and **35019, German 88mm ammo boxes #1**, 4 closed crates, 2 open with dividers and separate lids, 3 shell type, \$9.95.

Turned Aluminum Barrels: **35303, 75mm Pak 42 L/70**, for Dragon PzKpfw IV, price TBA; **35311, 45mm barrel**, for Italeri/Zvezda BT-5, price TBA; **35322, 76mm barrel**, for Italeri Sherman M4, price TBA; **35325, 75mm KwK 38 L/42**, with resin mantlet for the Tamiya PzKpfw IVD, price TBA and **35348, 50mm KwK 38 L/42**, two pieces for the Dragon PzKpfw II, price TBA.

Miscellaneous Accessories: **35406, Mudguard poles #1**, 2 poles for the SdKfz 221, 222, 250, and 251, \$6.25; **35408, Mudguard poles #2**, 4 poles for the SdKfz 234/1,2,3 and 4, \$10.50; **35453, Mudguard poles #3**, 2 poles for the Panzerwerfer 42 and related vehicles, \$6.75; **35456, Mudguard poles #4**, 2 poles for the SdKfz 7, \$6.25.

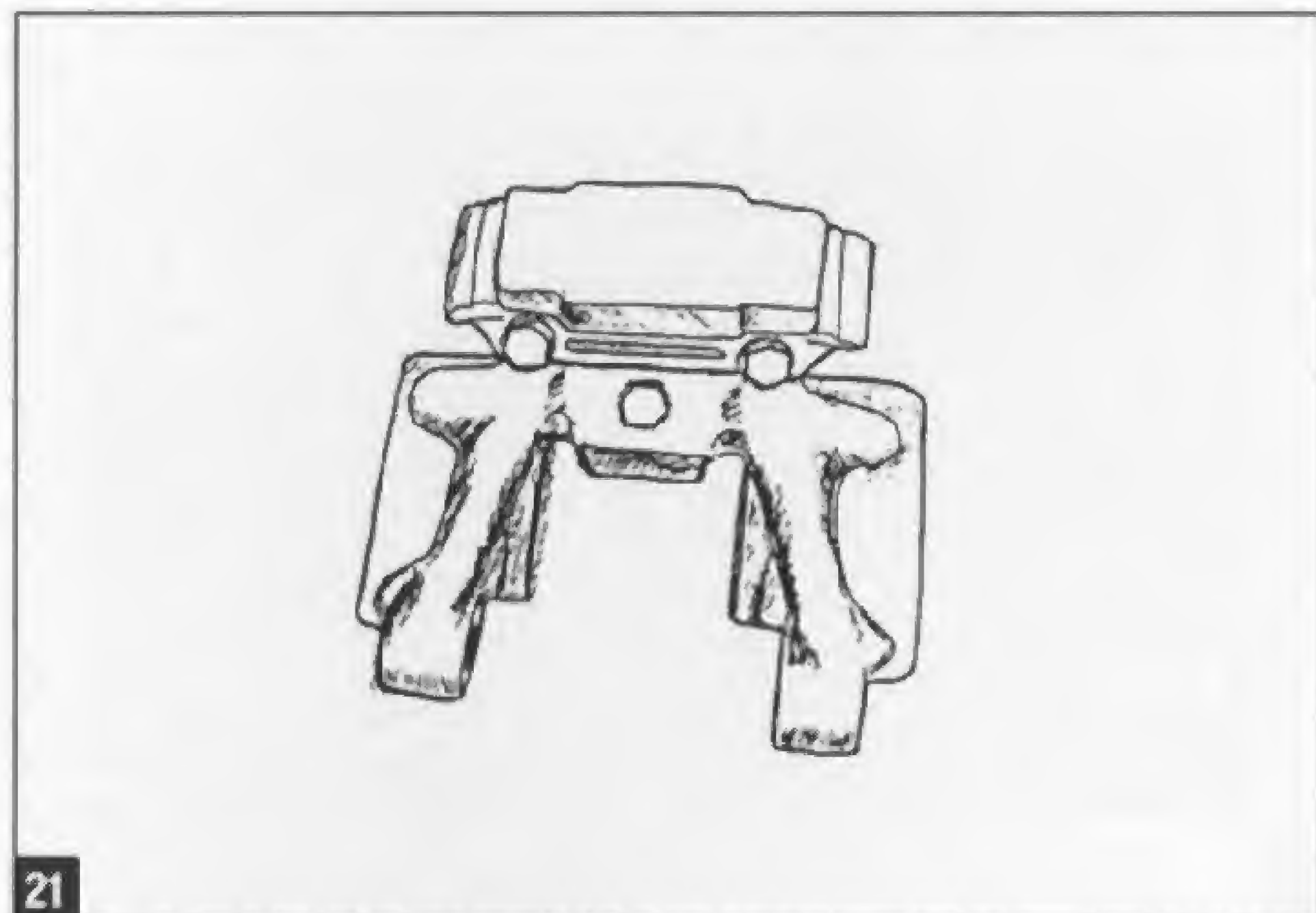
All these items are exclusively available through VLS for both retail and wholesale sales.

Fingerprint Designs

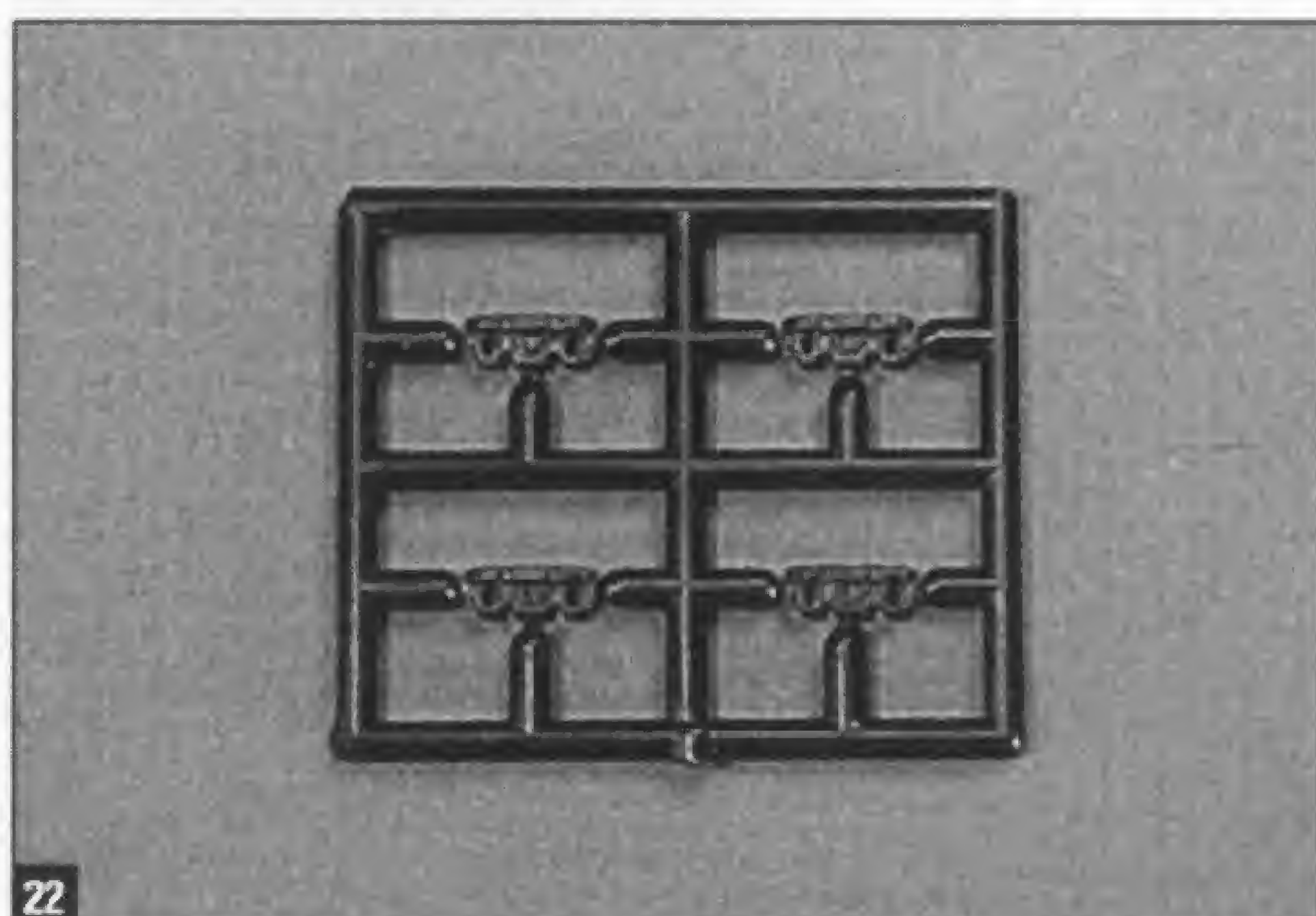
Fingerprint Designs is a brand new company to us and they are now offering the following line of waterslide decals. **FPD35-001, German Internal Stenciling**, contains 40 different stencil markings duplicated to give a total of 200 stencils, also 16 crosses in two styles. Available in black (FPD35-001B) and white (FPD35-001W); **FPD002, U.S. Registration Numbers**, 130 letter sets and over 500 numbers, available in 1/48 and 1/35 scale in white, blue drab, yellow and black, (Example: FPD35-002D for blue drab); **FPD-003, German Turret Numbers, Style A outline**, available in 1/35, 1/48 and 1/76 scale, black or white. (Example: FPD35-003B for 1/35 scale black and FPD35-003W for white.); **FPD-004, German Turret Numbers, Style B solid**, available in 1/35, 1/48 and 1/76 scale, white, blue drab, yellow and black.

A smattering of resin goodies is also on line. **FPR 35-001, Russian BA20 turret**, very early vertical sided turret mainly used on the earlier FA-1 armored car, solid cast resin for the Dragon and Alan kits; **FPR 35-002, Flammhetzer idlers**, 4 resin idler wheels for the Dragon Flammpanzer 38(t) Hetzer kit to replace the kit idlers with the correct pattern 8 hole spoke idlers; **FPR35-003, V-2 vent fairing**, 3 fairings for the Revell and Dragon kits, second steam vent fairing for other side and one each of the smaller lox vent fairing and electrical connector fairing.

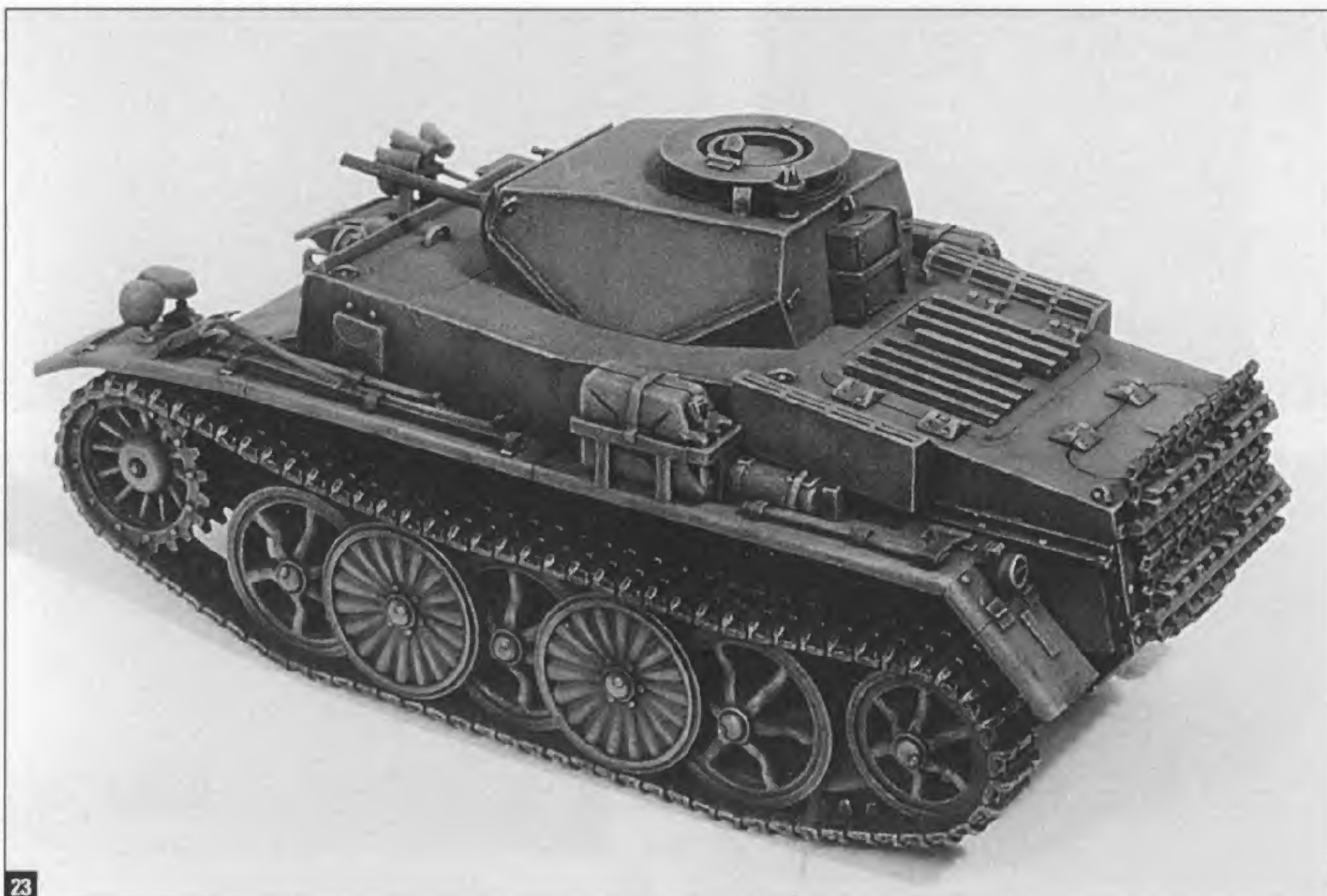
All U.S. pricing is TBA and Fingerprint Designs are available here through M&Models, 9400 S. Tulley, Oak lawn, IL 60453. Outside the U.S. contact



21

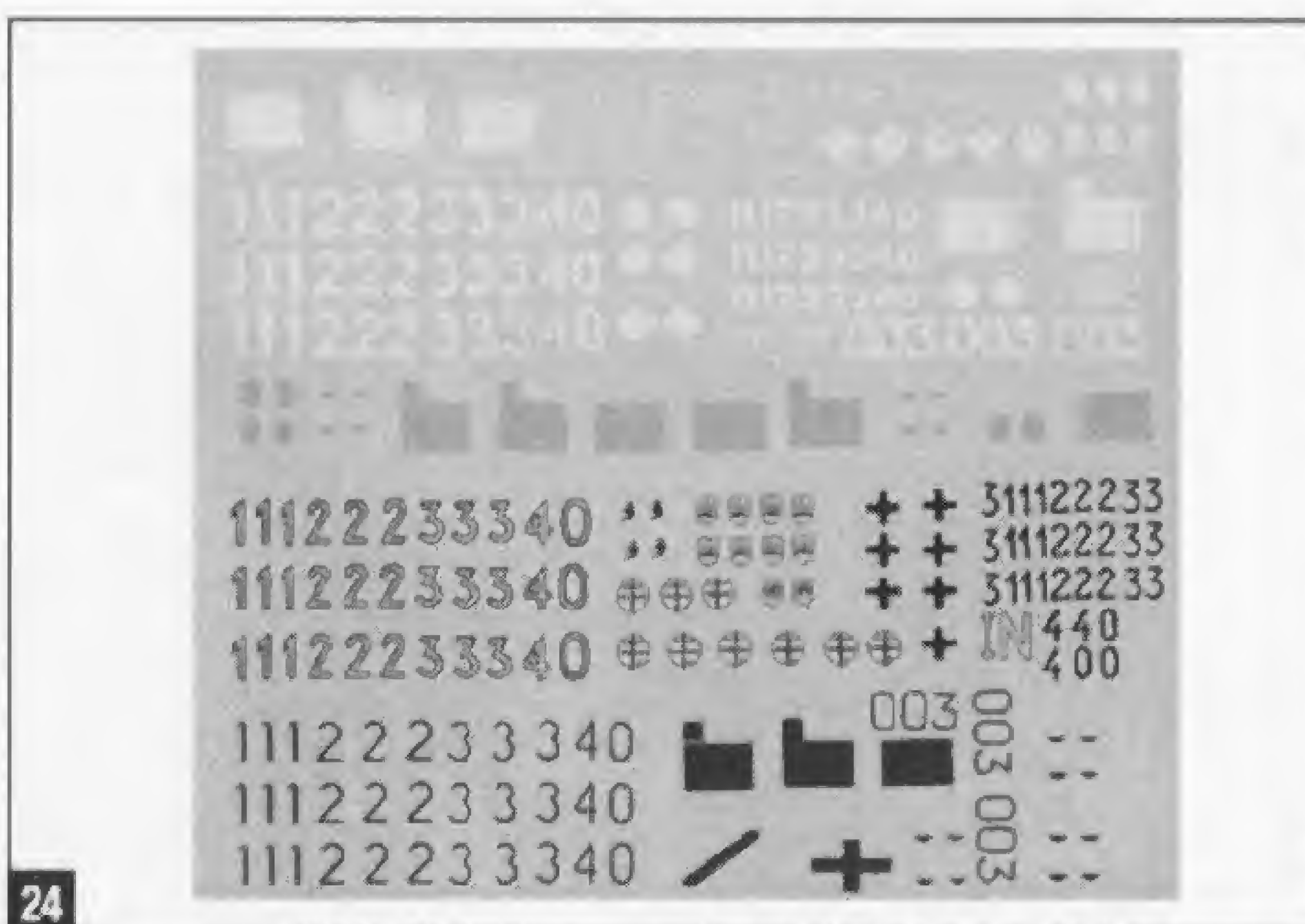


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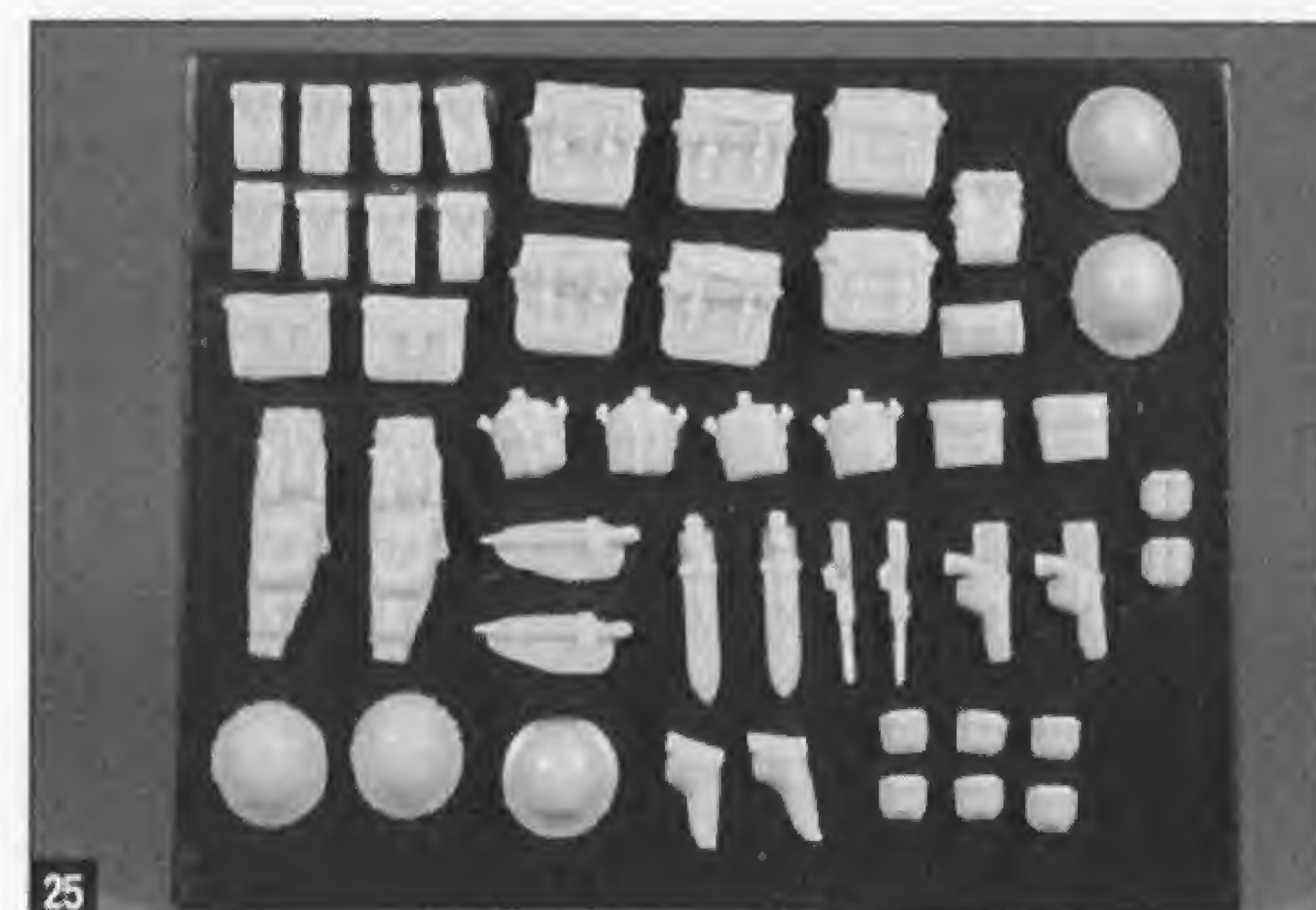


23

21. The new 250 workable tracks from Friulmodellismo.
 22. Styrene link-to-link tracks are included in the new Panzer IC kit from On-Track Model Co.
 23. On-Track's Panzer IC in the flesh.
 24. The new 653 decal sheet from Ordnance Depot.
 25. Resicast's new British infantry equipment.
 26. The new Puma detail set from Royal Models.
 27. Royal's resin and etch detail set for the M13/40.
 28. The Schwimmwagen set from Royal.
 29. Two new sets of Puma tires from Royal Models.
 30. SMA's new German cross rub-down stencil set.
 31. The U.S. Army star set from SMA, also a rub-down stencil.
 32. Skybow's new Dodge Command car wheel and hub sprue.
 33. The frame of the new Skybow kit.
 34. One of many new Mirage kits offered by Squadron Mail Order.



24



25

Fingerprint Designs at Belmont House, 22 Kent Road, Birkdale, Southport, England PR8 4BJ. E-mail: stef@switala.freemove.co.uk

Friulmodellismo

Brand new in the line of fully workable metal track sets are: **ATL-49, Merkava Mk. III**, \$39.95. These will look nice on the new Academy kit. **ATL-50, is the SdKfz 250 half-track**. This includes the track and 2 drive sprockets for \$36.95.

Available through Chesapeake Model Designs. See their advertisement lurking within these very pages.

Harper Castings

Harper Castings, oddly enough run by a guy named Dave Harper (fantastic coincidence or fiendish conspiracy?), has two new figure sets up for grabs. **A1, is USMC tank crew**, three half figures for \$17.95 to dress up your next M4A2. G3 is a spiffy **Tiger Tank Crew/Mediterranean**. Three partial figures in light weight clothing suitable for a crew in either Africa (Afrika?) or Italy.

Harper Castings are available though VLS for either retail or wholesale sales.

ICM

ICM is now operating a U.S. office and appears to be really gearing up to blow us away. Here's just a few of the upcoming items. **35051, Soviet infantry (1939-1942)**; **35071, Soviet 45mm anti-tank gun crew with horses and limber**; **35091, Comet, WW2 British cruiser tank**; **35111, 2S19 "MSTA", Soviet 152mm self-propelled howitzer**; **35151, SS Panzergrenadier Div.**

"Totenkopf," 3 figures from the 1943 Kursk battle, \$8.98 and **35171, Cromwell VI, WW2 British cruiser tank**.

Where no price is cited, the retail is TBA. We are pretty excited about that Comet and some of you may not recognize the "MSTA." This is the enormous modern Russian SPG based on the chassis of the T-72. How a-bout that?

ICM's U.S. office is at 2600 Spring Street, Redwood City, CA 94063. Phone (650) 365-7200 and fax (650) 365-3917. Web site: www.icm.com.usa and e-mail at: icmusa@hotmail.com

Minimeca

Minimeca is one of VLS' exclusive lines of imported accessories. Here is a small piece of what is new. **3507, Granatwerfer 42 mortar tube**, \$5.95; **3508, PzKpfw IV J exhaust pipe**, price TBA; **3509, AMX30 120mm barrel**, price TBA; **3510, Leopard II 120mm barrel**, price TBA; **3511, PzKpfw III N/StuG III A-E/PzKpfw IV A-F barrel cleaning rods**, \$2.95; **3512, StuG III F-F8-G/StuG IV/PzKpfw IV F2-G-H-J barrel cleaning rods**, \$3.50; **3513, Jagdpanzer IV L70 barrel cleaning rods**, \$3.95; **3514, Panther/Jagdpanther tow cable**, two 125mm braided steel cables, \$8.95.

On Track Model Co.

On Track's newest release is always a pleasant surprise. The latest is **35007, Panzer IC**. This is the predecessor of the Luchs and it was used briefly on the Eastern front. The kit is complete and cleanly cast in resin and it also includes a complete set of

injection plastic track.

Look for U.S. retail of \$90.00. On Track kits are available through R&J Enterprises.

Ordnance Depot

Ordnance Depot, who used to be marketed as Masters, has a brand new waterslide decal sheet available. It is for the **Schwere Panzerjager Abteilung 653**. The sheet was created for the modeler who wants to build an exact replica of 653rd tank. Obviously inspired by the excellent Fedorowicz history, the sheet starts at the conception of the 653rd in 1943 and goes to the surrender of the last armored units in 1945. The tanks included in the set are the Ferdinand, Elefant and Jagdtiger. You get a lot of helpful information with the decals, including a history of the 653rd.

All the decals offered through Masters/Ordnance are super thin and very easy to use. They'll snuggle down beautifully on a glossy surface with just a coat of Micro Set and a flat coat makes them disappear. Look for a retail of \$10.00, plus shipping, if ordered direct.

See the Ordnance Depot ad in this issue for more information.

Resicast

It's not often that we get information on current and upcoming releases from Resicast. We scooped the following from this past summer's Beltring show. **35.223, British 3 inch mortar**, contains two mortars in firing position and one dismantled for transport, plus ammo boxes, mortars and accessories, price TBA; **35.515, UK standing officer**, 1

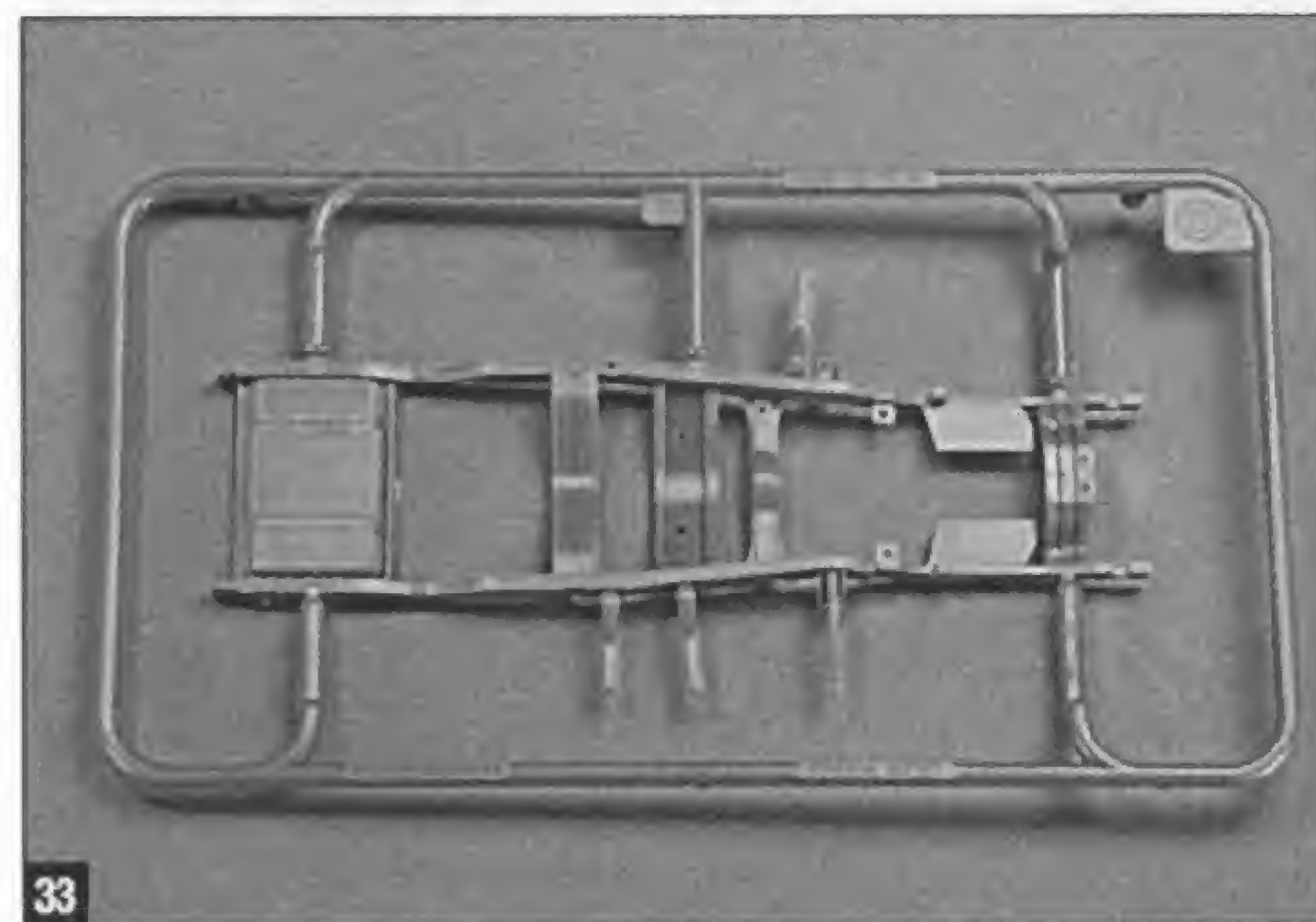
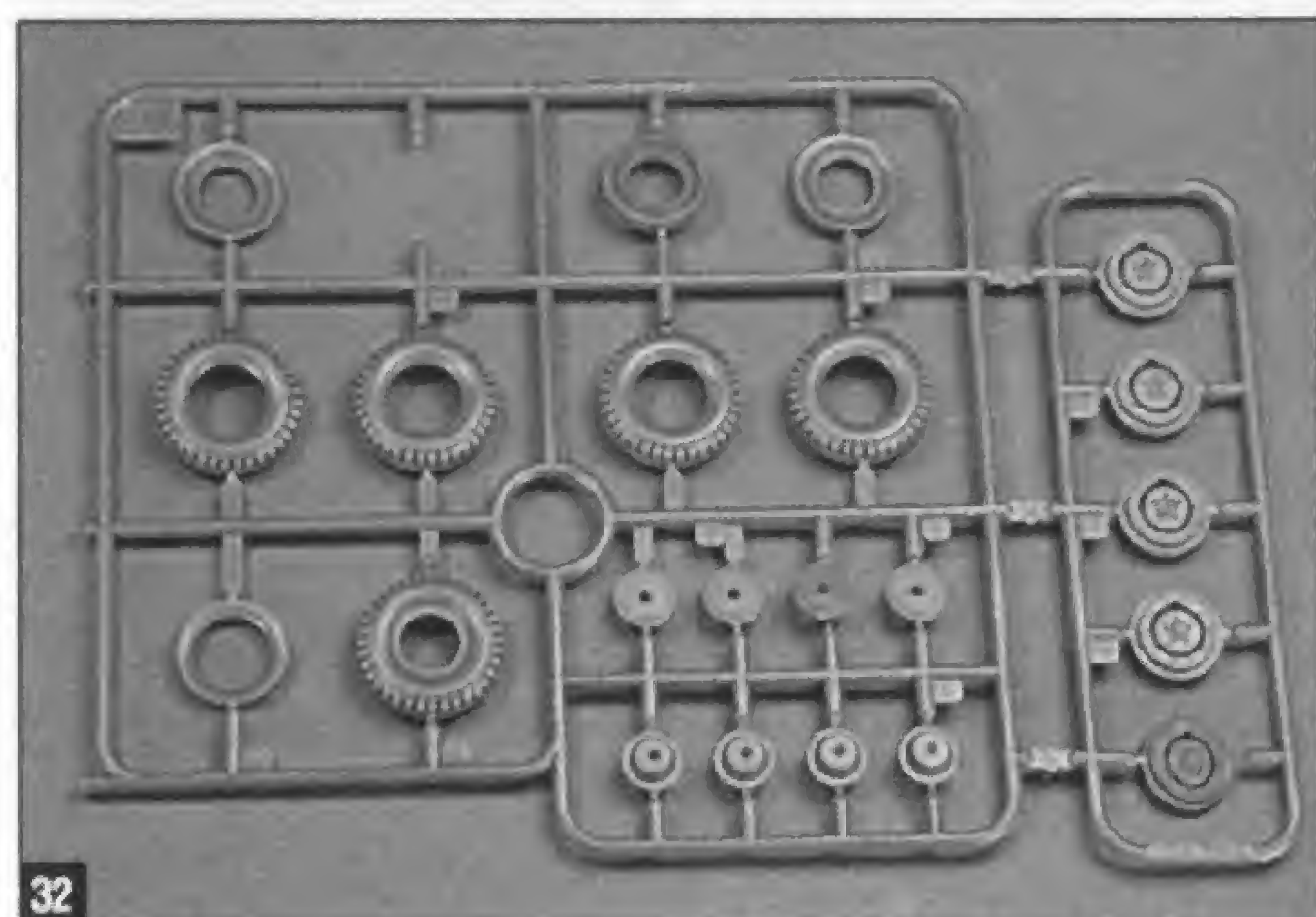
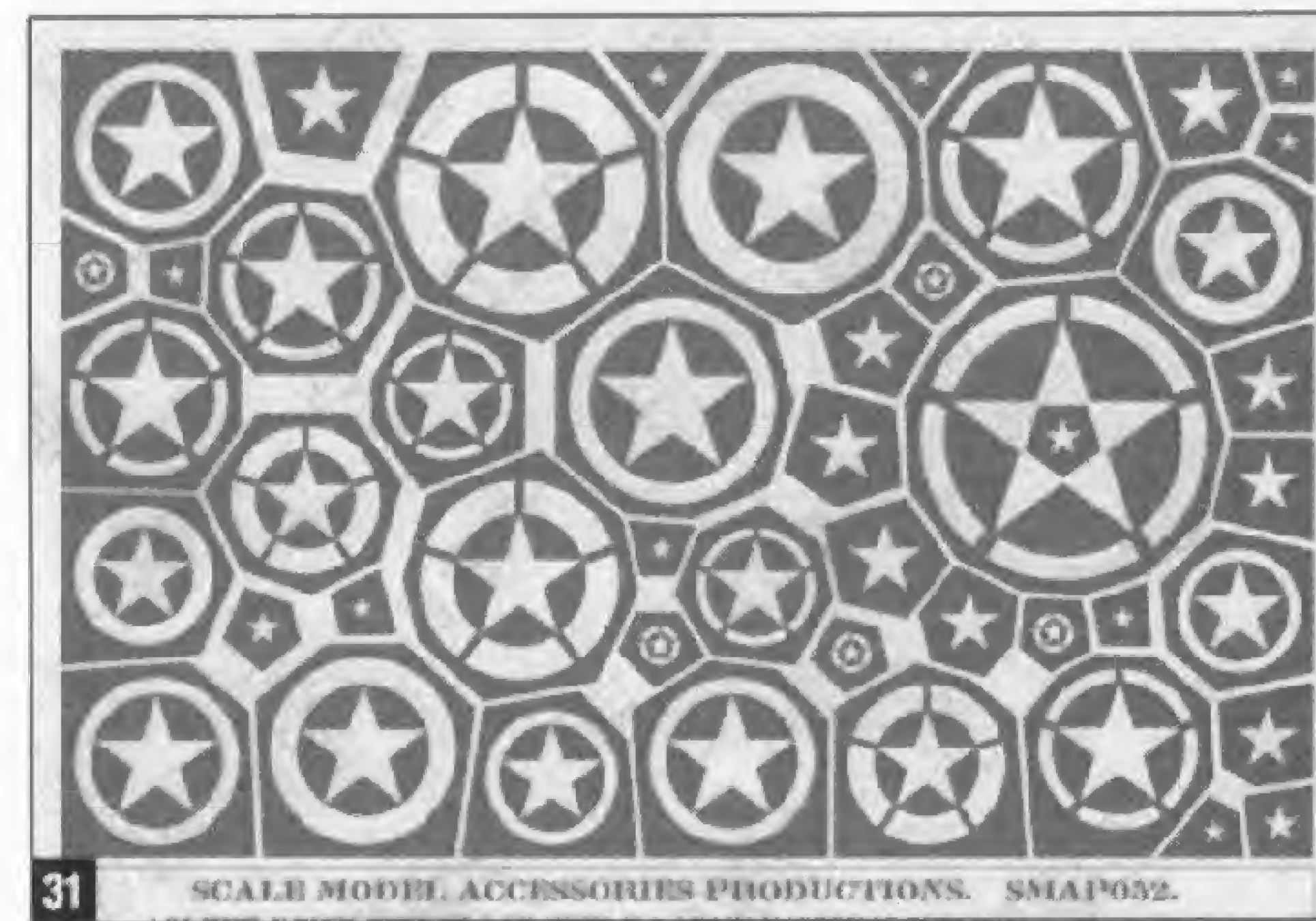
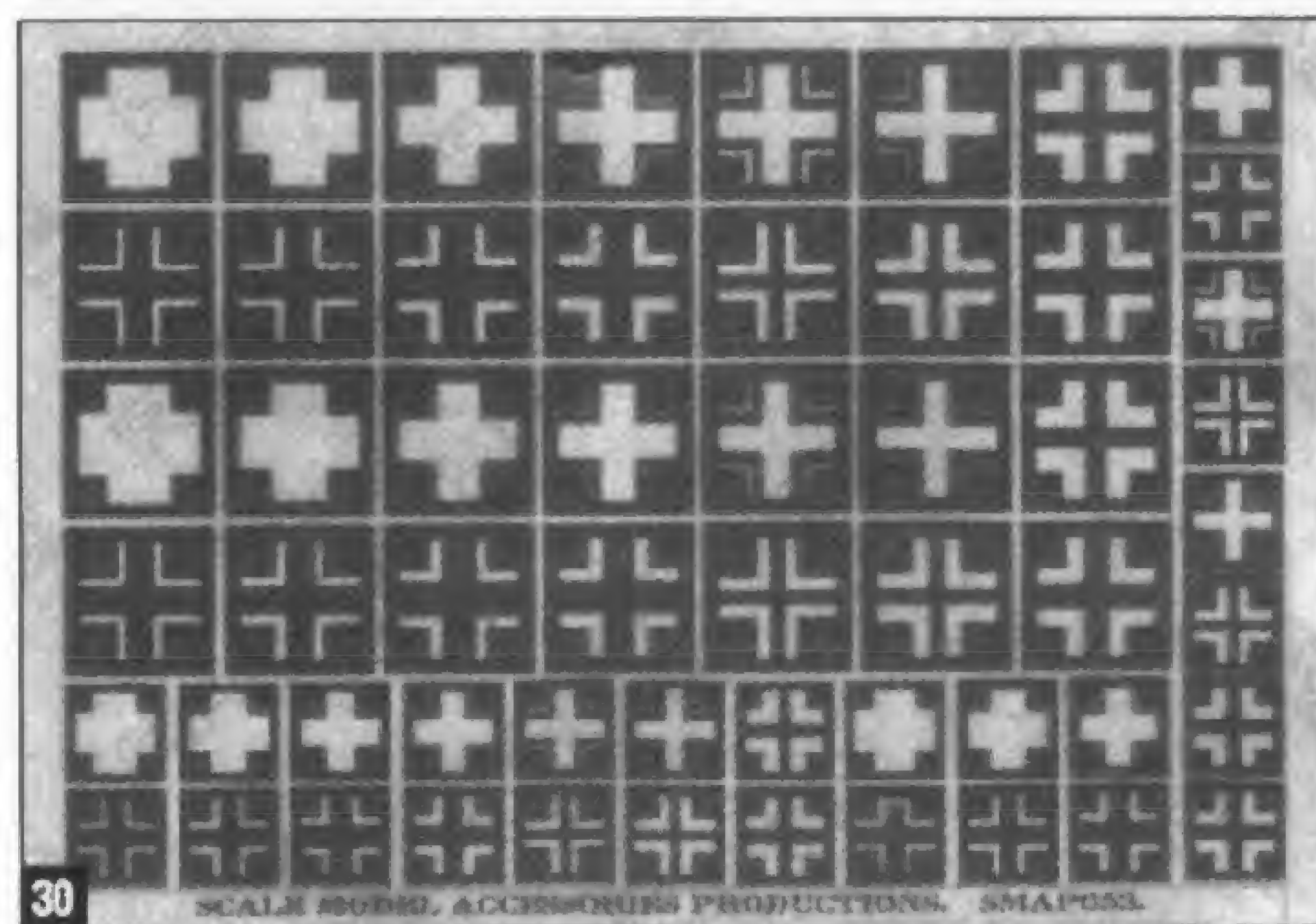
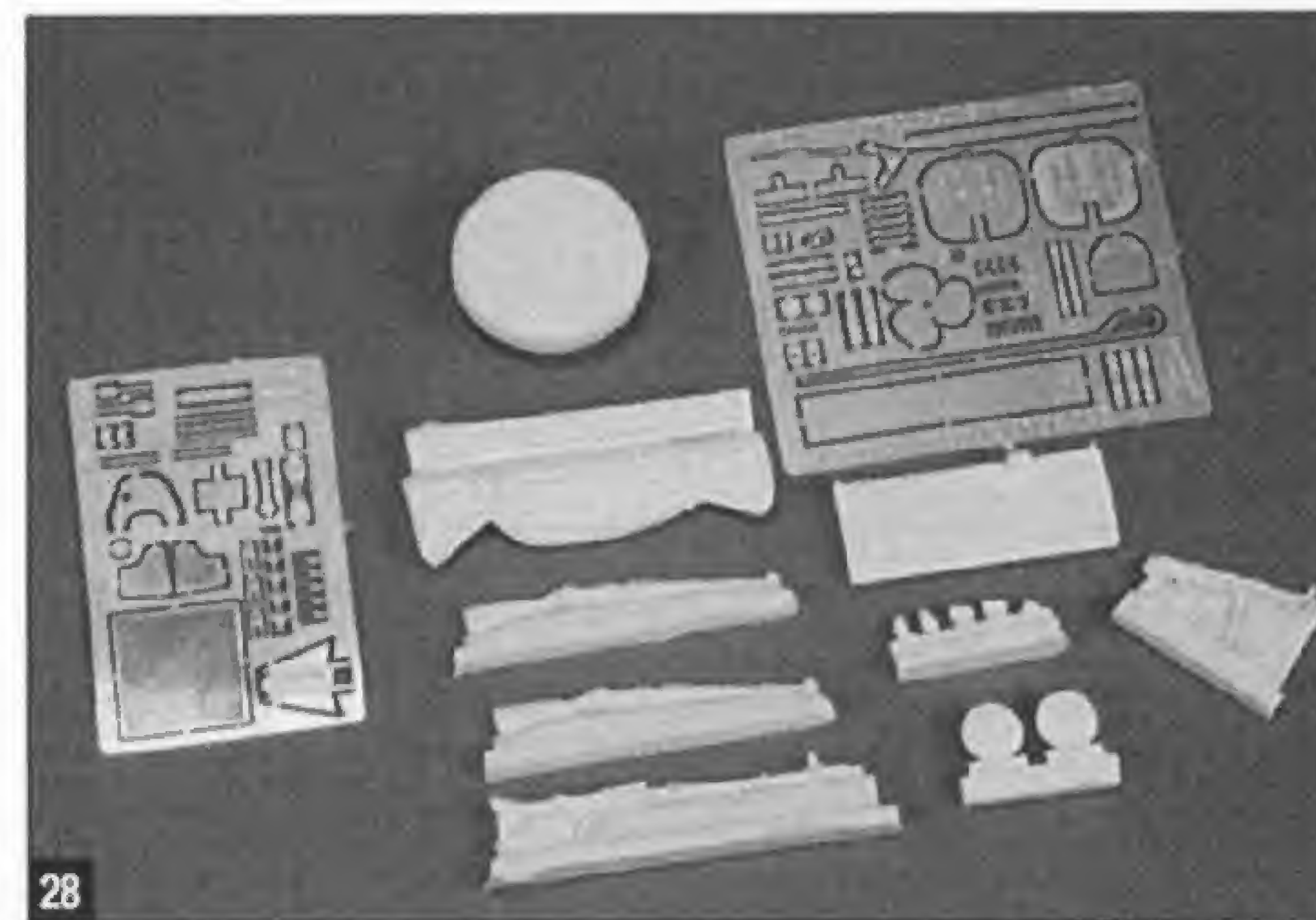
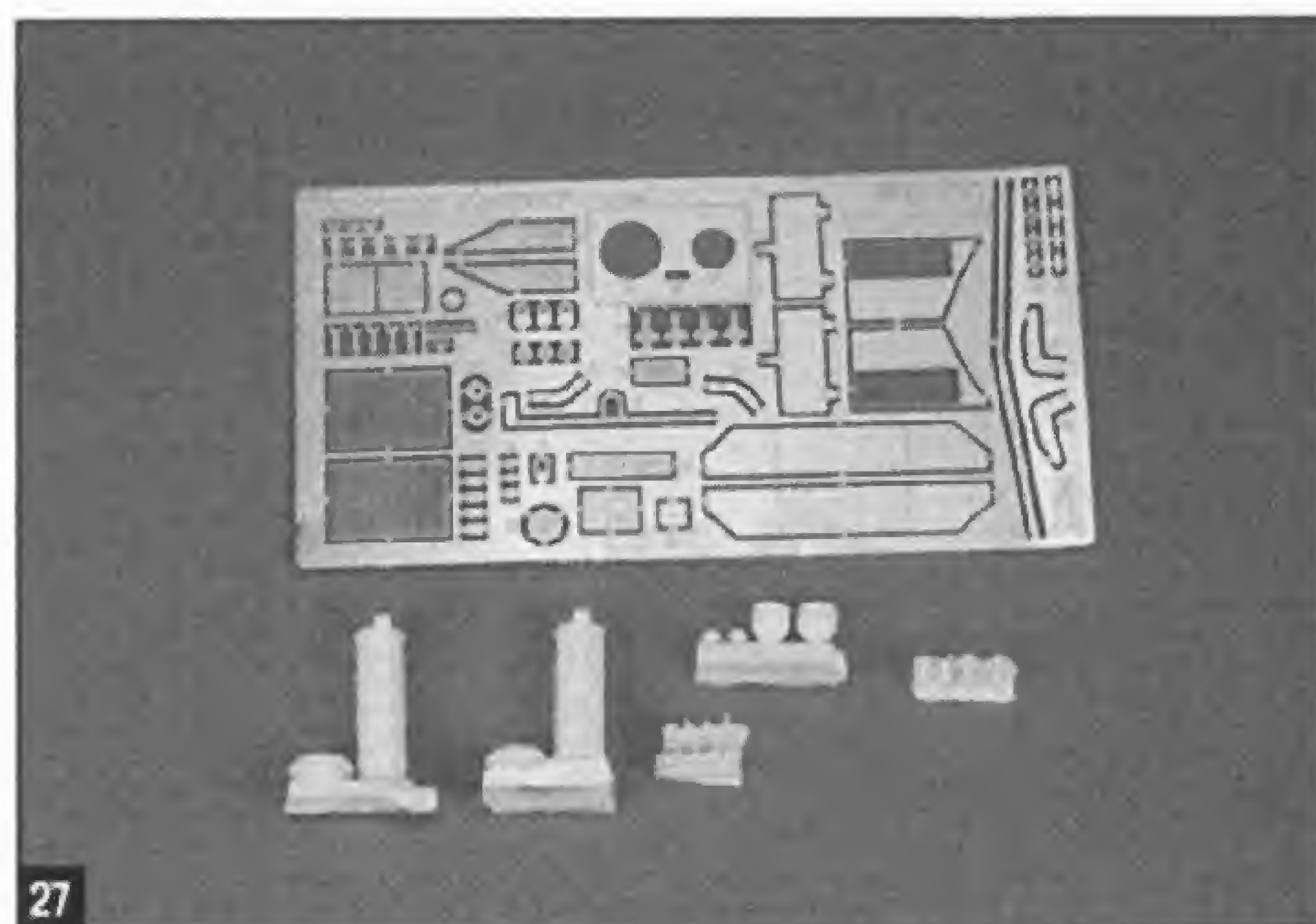
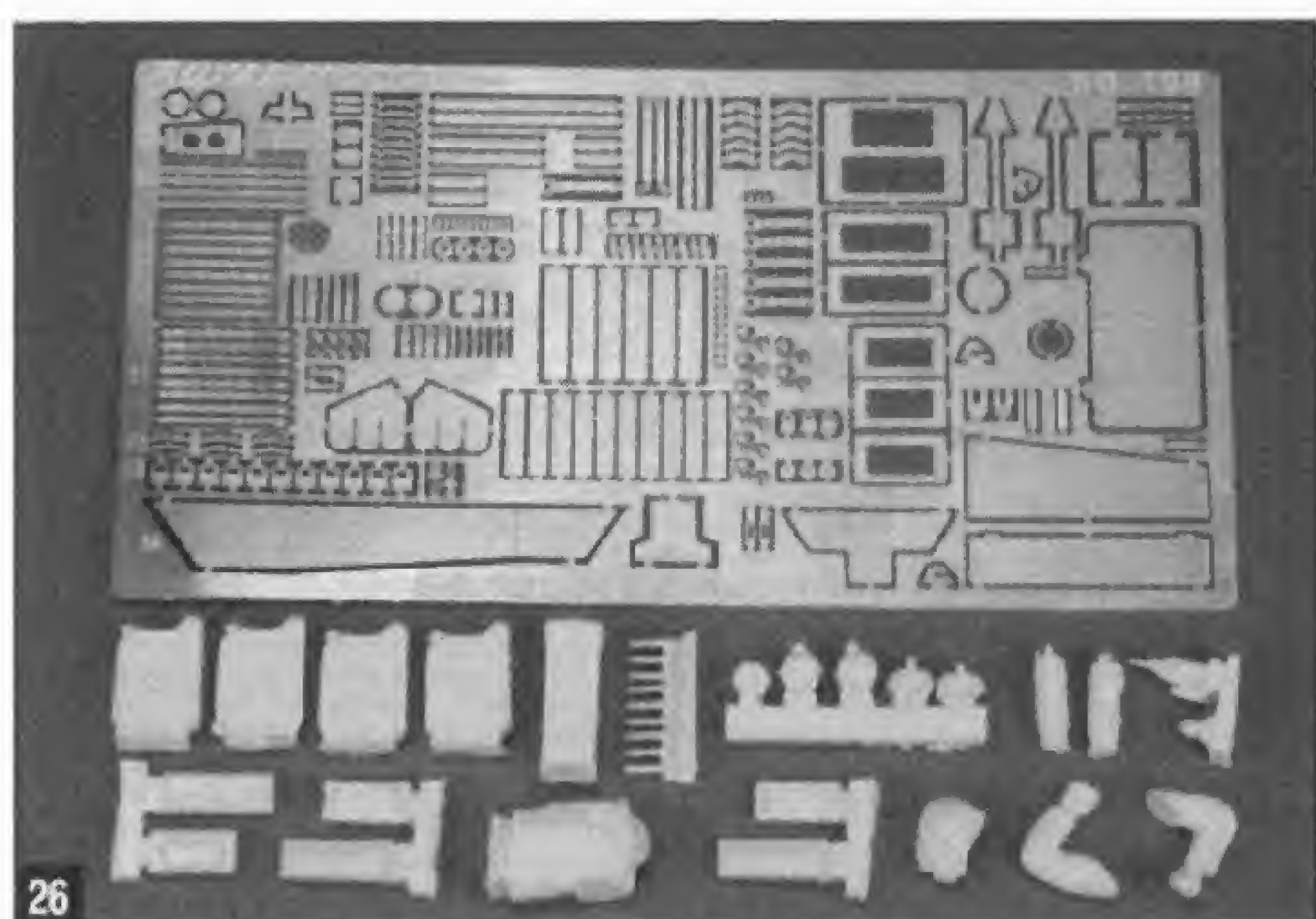


figure standing with Sten gun, price TBA; **35.516, UK soldier climbing onto vehicle**, 1 figure with leg raised, price TBA; **35.517, UK soldiers climbing onto vehicle**, two figures, one assisting the other, price TBA; **35.518, UK soldier seated**, 1 figure with legs hanging over side and rifle on lap, price TBA; **35.519, UK soldier seated**, 1 figure with one leg crossed over other, price TBA; **35.520, UK tank driver standing at ease**, 1 figure wearing leather jerkin, price TBA; **35.521, UK paratroop crew**, 3 figures, 2 seated (driver and co-driver) and 1 standing for airborne jeep, price TBA; **35.523, paratrooper standing with rifle**, 1 airborne figure standing with full equipment, price TBA; **35.524, airborne medic and wounded**, 2 figures for RAMC Jeep, driver is in full battle dress, wounded is on stretcher, price TBA; **35.525, UK paratrooper heads**, 5 different heads, four with helmets, one with beret, price TBA; **35.526, wounded soldiers**, two figures lying on stretchers, price TBA; **35.527, UK heads**, five different heads with helmets, price TBA; **35.528, British infantry equipment**, various equipment, bags, machetes, etc., price TBA; **35.529, US dozer driver**, 1 figure in winter dress (Europe), price TBA; **35.530, US dozer driver and soldier**, one seated figure and one standing GI at ease (Pacific), price TBA.

Resicast items, which have a superb reputation for quality, are now starting to surface more in the U.S. For more information on their products, contact Resicast, 517 Vieux Chemin de Binche, 7000 Mons, Belgium. Phone/Fax 32 (0) 65 35 18 65.

Royal Models

Royal has always be a terrific source of exciting and high quality resin figures and accessories. And, in spite of creating a new staff member completely from scratch, they have still found time to crank out the new releases. New figures include the following: **191, Italian tanker**, an ugly looking dude with a cup of Java in one hand and his helmet in the other, \$11.95; **192, Italian NCO WW2 tanker**, this guy doesn't need a tank to kill the enemy, his looks will do it, \$11.95; **193, WW2 US soldier at break**, GI standing with a cup of Java in one hand and the other hand resting on his hip, \$11.95; **194, Italian officer "Btg Azzurro,"** is a mini-diorama with base, \$30.00; **195, US Sherman crew**, 3 figures, rather spectacularly packaged for \$26.00 and **196, Waffen SS in the Ardennes**, your basic camo-clad dude with a KAR-98 slung over his shoulder for \$11.95.

In their line of armor accessories and updates we have: **197, US M8 Greyhound**, a very comprehensive looking update with resin and brass parts, \$35.00; **198, SdKfz 234/2 "Puma,"** another equally comprehensive resin and brass update that comes with a figure for \$35.00; **199, Italian M13/40 tank**, update for your old Italeri or Tamiya kit at \$19.00; **200, Schwimmwagen Type 166**, for the newish Tamiya kit, \$25.95 and **207, "Puma" wheels**, 8 wheels with tires and 3 different tread patterns for \$17.00.

Royal products are available in the U.S. through Chesapeake Model Designs. See their ad in this issue, why don't you?

Scale Model Accessories

SMA continues their interesting line of rub-down stencils with **SMAP052, WW2 US Army national identification stars**, more than 40 rub-down stencils, \$7.80 and **SMAP053, WW2 German national identification crosses**, more than 50 rub-down stencils, \$7.80.

For more information contact Scale Model Accessories, 160 Green Street, Enfield, Middlesex EN3 7LB, England.

Skybow

Drop your linen and stop your grinnin,' Skybow has gone ahead and announced the follow-up to their amazing M38 kits. Their next kit will be **3506, Dodge command car WC57**. Although we are confident of the stock number, we are fairly certain the model will actually be billed as "Patton's Command Car." As such, it will include things like the side mounted .50 cal, a large siren, hand rail and an armored radiator plate (see lead photo). Of course, all this stuff is simply optional and you can create any version you wish after that.

We are in possession of test sprues of the wheels and the frame and the tooling is all we have come to expect from Skybow. We also find it highly interesting that these two sprues (D & E) are devoted just to those areas of the vehicle. This would, obviously, make it very easy to do other versions. Interesting, too, is the fact that the area where the wheel hubs appear is "gated" indicating a possible future difference here.

All in all, very exciting stuff. Look for this kit to be released sometime after the first of the year.



35. The new M4A1 direct vision hull from Tank Workshop.
 36. Tarmac's new Russian ZIS5 Tanker.
 37. The Gaso.Line SIMCA 5 car.
 38. Gaso.Line's Ford Shelter truck.
 39. The new German tank crew from Gaso.Line.
 40. Gaso.Line's nifty looking 250/8 half-track.
 41. The new Aztek AC500 compressor offered by Testors.



Skybow kits are imported by The Tank Workshop and offered through VLS and your local hobby shop.

Squadron Mail Order

These items from Mirage and RPM are being introduced by Squadron Mail Order. Some of them may have been previously released by other distributors under different product numbers and we wanted to give you an update, 'cuz the stuff is pretty nice.

MK35010, OT-26, WW2 Russian light flamethrower tank, \$16.96; **MK35034, T-26/BT-2, WW2 Russian light tank**, \$17.96; **MK35039, PzKpfw 743(R), German artillery tractor** (a turretless T-70 which includes a huge sheet of brass), \$24.96; **MK35045, Marder on UE603(F) chassis**, \$24.96; **MK35060, FT-31/PzKpfw 730, WW2 German/French tank**, \$24.96; **MK35061, Char Mitrailleur FT-17, French tank used in WW1 by US Army and captured by Germans and used in WW2**, \$24.96; **MK35062, FT-17 Char cannon**, \$24.96; **MK35217, SWUR 40/28cm, German WW2 rocket launcher**, \$7.96; **MK35519, Renault UE W/sWG 40/32cm, French vehicle captured by the Germans and converted into a rocket launcher**, \$13.96 and **MK35900, Char FT-17 track**, \$7.96.

For more information contact Squadron Mail Order, 1115 Crowley Drive, Carrollton, TX 75011-5010. Phone: (972) 242-8663 fax: (972) 242-3775. Web-site: www.squadron.com, e-mail: mailorder@squadron.com

Tank Workshop

TWS has released a gorgeous little **M4A1 direct vision hull conversion**. This is a simple

one piece hollow resin hull that converts the Tamiya M4 to the very early version of the Sherman (as in Tunisia). Of course, you'll still need an early turret, which TWS also makes!

This is item 0072 and it retails for \$16.00. For more information see the TWS ad, several pages to your immediate right.

Tarmac/Gaso.Line

These dudes, who hail from France and make a very nice little line of 1/48th scale items, have given us a peek at what is up and coming. **GAS48015, T34/76 Zadov 27 turret**, conversion for Fuman/Bandai kit, resin with decal; **GAS50015, 75mm PAK40**, resin and aluminum gun barrel; **GAS50050, Simca 5/Fiat Topolino light car**, resin kit with decals for French, German, Italian Army and civilian; **GAS50051, ERC 90 "sagaie" armored car**, resin kit with white metal, aluminum gun barrel and decals; **GAS50054, Ford 917T shelter truck**, resin kit with decals; **GAS50056, SdKfz 250/8 half-track**, resin and white metal kit with decals; **GAS50321, German tank crew**, one full figure standing and one half-figure; **GAS50905, German divisional signals**, license plates and load labels, water-slide decals; **TAR48016, ZIS5 Russian tanker**, resin kit; **TAR48018, 20mm Flak 38**, resin kit; **TAR48019, horse with sledge carrying 200 liter barrels**, resin kit.

Although they have no U.S. distributor at this time, feel free to contact them direct at Poids Lourds Et Cie, 8, Rue Baulant, 75012 Paris, France. Faxes can be directed to 33-1-43-41-55-70 or e-mail them at POIDS.LOURDS.ET.CIE@wanadoo.fr.

Tamiya

By now many of you may have heard either the rumors, or the facts regarding the brand spanking new **FAMO 18-ton halftrack**. This kit will be a monster in terms of both size and popularity.

The kit will be the recovery version and will feature a complete engine, link-to-link tracks and towing accessories.

Look for stock number 35239 and an approximate U.S. retail price of \$62.00. A bit steep, to be sure, but is there a German armor fan out there who could live without one?

The FAMO will be released in the U.S. sometime in January of 2000.

Testor Corporation

The Testor Corporation introduces the **Aztek AC500**, a new airbrush compressor with an air reserve tank to provide a continual stream of air with reduced pulsing. The Aztek AC500 provides 20 psi while airbrushing, 1.58 cfm constant pressure, reduced pulsing and adaptation to any brand of airbrush. Other features include an automatic pressure switch, a pressure holding tank with water drain valve, and a one-gallon holding tank capacity. The Aztek A470 airbrush is recommended for use with the Aztek AC500 compressor. The result is highly controlled, detailed airbrushing. Suggested retail price for the Aztek AC500 is \$349.

For information check with your local hobby palace or check out Testors.com



On the Tubage

Panzers-Marsch

SdKfz 171 Panther Ausf A

by Mark Healy

Chronos Films UK

B&W, 60 mins.

Die Artillerie

The Guns of the Wehrmacht 1933-1945

by Mark Healy

Chronos Films UK

B&W, some color footage, 60 mins.



Chronos follows up its *Die Deutschen Panzer* series with two more German armor titles (it's OK to call a video a 'title' isn't it?). The first, *Panzers-Marsch*, is a sort of video collage that is composed of four basic sections of film. The first section is brief, but clear and shows

Tiger I's moving up to combat during the Kursk battles.

The meat of this film is edited highlights of two German army training films. The first of these is a training film for Panther crews and it instructs the troops on how to ward off infantry and how to deal with mines, among other things. This sequence was highly entertaining and it showcases the Panther with many close-up sequences. It is also highly realistic and we wonder how many casualties were taken during the making of this film!

The second training film pertains to the deployment of the 251 D model half track and it's a very rare chunk of history indeed. The views of the 251 are spectacular and these include the flame version, as well. Like the earlier film, this one carries its original German narration when the English narrator isn't speaking.

A few Panzerjäger IV's show up for the fun and round out a most useful and enjoyable film for the armor buff.

The second tape, *Die Artillerie*, covers virtually all of the artillery pieces that the Germans fielded in the second world war. This is a tough tape to describe (at least in this space!), as it must cover at least 30 different weapons. We can tell you that the tape was extraordinarily well-detailed and it had more than one of us standing in front of the television slack-jawed and then suddenly lunging for the remote control in order to hit the replay button. A few of the sequences were dark, but most were very clear and there is even a sequence of flak guns in full color (awesome!).

If you are a fan of the *Die Deutschen Panzer* series you will want to add both these tapes to your collection.



Book Reviews

Jeep in Detail

Willys MA & MB in the First 50 Years of Service

by Frantisek Koran & Jan Mostek

Special Museum Line #5

Soft Cover

84 pages, B&W and Color

\$18.00

ISBN 80-902677-0-X



THEY DID IT AGAIN AND THIS one is thicker, to boot! This book starts with a collection of wartime photos of Willys used by Czech soldiers from Normandy to the Eastern Front, followed by color shots of restored Jeeps in private hands in today's Czech Republic. Then we get some cool shots of U.S. GI's in their Jeeps, driving around Prague and West Bohemia in 1945, and that is trailed by color shots of more restored vehicles celebrating the liberation many years later. All new stuff to us.

Three color photos of one of General Patton's personal Jeeps are followed by a superb photo spread of the rare Willys MA. Detail photos of the entire vehicle, including many taken during a full strip down, make us lust for more Jeep models of other versions. The MB type is next shown in all its detail and a small section at the back of the book shows the more common Ford GPW. A note on the cover says this book is "first part" and the photo on the back cover of the M38A1 Jeep from the 1950's suggests the next title will cover late war and post war models. Bring it on.

Jeep in Detail is a must have for anyone building a Jeep and those of you already hung up on America's most famous vehicle don't need to be told to run out and buy one. We do miss the fine line drawings in the author's previous book on the GMC trucks but will not cry too much because this tome is simply great as it is.

Villers-Bocage Through the Lens

by Daniel Taylor

After the Battle

Battle of Britain Int., Ltd.

88 pages, B&W

ISBN: 1 870067 07X

\$39.95



THE "THROUGH THE Lens" series is a concept unique to After the Battle publications. These are small photo essays that are based on a single series of photos. The first was on the Canadian debacle at Dieppe (*Dieppe Through the Lens*) and analyzed a sequence of Bundesarchiv photos taken 'after the battle.'

This current title deals with the aftermath of Michael Wittman's romp up and down a column of British tanks and vehicles in a French town called Villers-Bocage in June of 1944.

The author has done a remarkable job of researching the events leading up to the actual shoot 'em up, as well as its aftermath. The book opens with a fine looking organizational table with all the various units from both sides clearly identified. During the author's explanation of the photos many, if not all, of the individual vehicles have been identified, as have their commanders and crewmen.

In addition to the photos, the author has supplied a fascinating text which helps to dispel many of the myths surrounding this near legendary engagement. There is also an interesting epilogue which discusses the days following the events and the circumstances surrounding

Wittman's death.

Although spare on pages, this book has been expertly researched and produced and it stands as perhaps the definitive source on the subject. Go get one.

US Self-Propelled Guns in Action

by Jim Mesko

Squadron Signal Publications (Armor #38)

50 B&W pages with two color plates

ISBN: 0 89747 403 1

\$7.95



SOME OF US AROUND here have Squadron/Signal books that are older than our children. Talk about a long running series... It's always

nice to see a brand new title from them and this particular one fills a long running gap in published material on U.S. armor.

Dealing exclusively with fully tracked SPG's (maybe a part 2?), the coverage starts with the Priest and covers the whole gamut right through the M8 HMC to the M12, M40 and the M43. Mesko does his usual competent job of photo selection and the Squadron staff weighs in with its excellent selection of line drawings, too. Our favorite part is, as always, present: Don Greer's enjoyable color plates runnin' right down the middle and wrappin' the cover.

One of the highlights has to be the selection of close-ups of the M8 HMC turret interior. This includes good shots of the breech and other interior equipment.

Always the best of values, make sure you grab a copy soon.

Panzerkampfwagen 35(t)/Skoda LT vz.35

by John L. Rue

Nuts & Bolts, Vol. II

68 pages B&W and several color plates

\$20.00 U.S., plus \$5.00 U.S. postage



THESE GUYS JUST DON'T SEEM to wanna quit. And we're glad, too! Like the last Nuts & Bolts, this one is a bit bigger and is also enhanced by some very spiffy illustrations by Polish illustrator Arkadiusz Wrobel, whose work is well-known from the Polish Militaria series of books. John L. Rue is

back with several four view line drawings, which include the 35(t) Befehlswagen and the turretless 35(t) artillery tractor.

Oh, and did we mention a veritable sponson-load of excellent combat photos dating right from 1939?

There is a much more in-depth history in the front of the book than in the earlier volumes. This is greatly embellished by a very well put together reference chart on unit markings. Another very helpful touch is the section of informal 3/4 view drawings illustrating the different special and unique stowage items seen on the 35(t) throughout its service life.

Definitely the best title so far and, we think, well worth the twenty dollar price tag. As always, we look forward to the next title!

The Belgian Tank Museum



Photos by Joe Morgan.

Tucked away in a wing of the Belgian military history museum is a small but nice collection of AFVs. Some of the vehicles are under cover, the rest semi-covered in a courtyard. Condition of the relics is generally good.

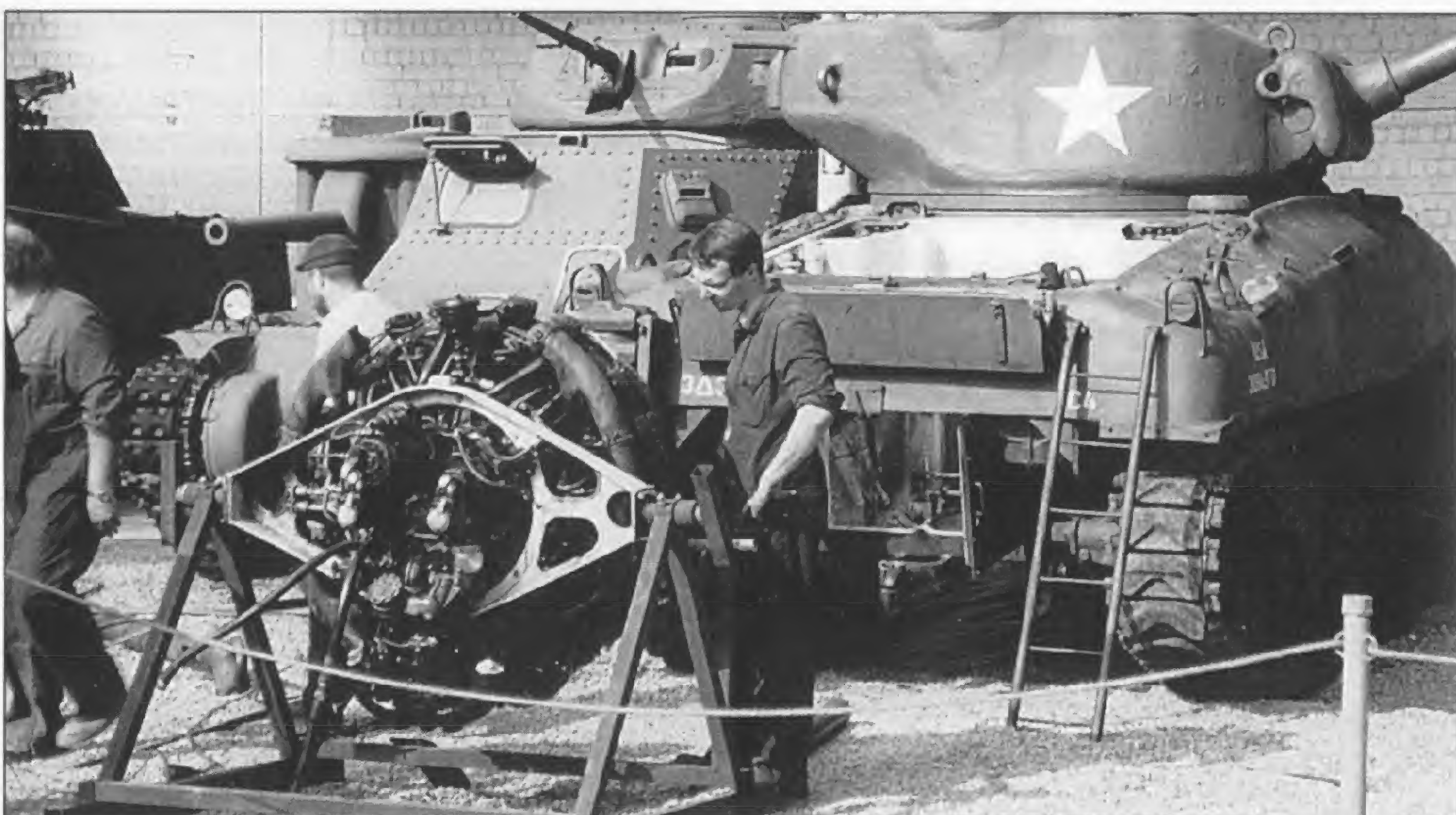
One of the first things you see after threading your way through all the airplanes in the main hall is probably the only remaining example of the little Type 13 SPG. Alongside is a Bren carrier. Proceeding into the courtyard, on display are about fifty vehicles, mostly World War II vintage, including a T-34/85, an SU, a couple of Marks of Sherman (including a Firefly with three bar cleat tracks), a Grant, a Chaffee and a Greyhound.

British vehicles are well represented, to be expected since the Belgian Army in exile was equipped by the Brits. There's a Valentine, a Churchill, and a Charioteer. There's a good group of armored cars, including a Dingo, one of the early front engined Morris cars, the later little weird Morris, and a Humber.

French AFVs are represented by a very nice FT-17, and one of the little Renault carriers, modified by the Germans with a machine gun casemate on one side. There's a fairly good selection of German stuff, including a PzIV, StuG, a Hetzer, and a cargo bed SdKfz 7, impressive as to size.

That's only a sampling of the vehicles; there are some modern vehicles I can't identify (stuck in WWII, ya know).

Perhaps most important to modelers is the archival section of the museum. They have an enor-



mous supply of photos and information, like tech manuals, and will be glad, for a paltry fee, to root stuff out for you.

This museum also has a 'friends' organization, publishing a magazine, like the other museums, three or four times a year.

All in all, this small museum is worth a look, especially if you are on your way to the very interesting Victory Memorial Museum nearby.

—Joe Morgan

Musee Royal de l'Armee et d'Histoire Militaire

Section "Blindes"

Parc du Cinquantenaire, no. 3

Jubelpark, no. 3

Brussels, 1000, Belgium

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Opposite page, below: several of the museum's vehicles are undergoing restoration. In this case, it's an ex-Belgian Army M4A1 76mm Sherman. The immediate post-war Belgian Army was largely equipped with all types of Shermans. Left: ex-British Army Sherman Firefly's also served with the Belgian Army after 1945. To the left of the Sherman is an M24, which is also undergoing restoration. Below left: this beautiful FT-17 is one of the nicer pieces in the collection. Below: an interesting little Renault UE MG carrier. This vehicle has been modified with the addition of an armored casemate on its right side. Interestingly, it retains its Wehrmacht number plate. Bottom left: one of several Valentines supplied by the British. These were used primarily for training the Belgian army during its exile in Great Britain. Bottom right: this is the entrance to the Belgian Military History Museum. This impressive looking entrance is for the entire museum, of which the tank collection is only a small part. Note the soldiers in period costume at the left and right of the entrance.



The Idea Bank

The following is an extension and compilation of all the wish lists and “we gotta haves” that have appeared in the magazine over the years. The list also reflects a few brain storming sessions where we just sat around with a few books and shouted out what we liked.

We have divided it into three categories: plastic kits; resin kits; and conversions and updates. A few of the ideas appear in both the plastic list and the resin list. Most

would pick plastic over resin due to the cost, but we'd be glad to have either. A lot of what's listed is rather obvious, like the German half-tracks and the LVT's. A few of the plastic ideas are rather odd, but the entry of the eastern European companies into the fray has demonstrated that the sky's the limit.

Basically, we don't warranty any of the items listed. We think they are all sound, but we are not saying they will all sell. The deal is that if you are a manufacturer, large or small, and you see something you like, then by all means make a withdrawal—it's free! All we ask is that you let us know so we can strike it from the list.

If there is something that you don't see here, then by all means feel free to make a deposit—no matter who you are.

Please note that items that have been announced or listed since the previous issue are shown with a line struck through the subject. Notes on who and where follow. Items are displayed like this for one issue, then removed completely.

Plastic Kits

British Triumph Motorcycle

WW2. We've had the German bikes in plastic, but never this one.

British Bedford 15-cwt 4x2 truck

WW2. Very numerous soft skin.

British Morris-Commercial 30-cwt 6x4 truck

WW2. Just because it's neat looking.

British AEC Matador 4x4 truck

WW2. Useful for hauling around all that scale artillery.

British Humber Mk I Armored Car

WW2. 4,300 of them were used on all fronts.

British 17-pdr Archer SPG

WW2. We've been promised one from VM, but it's still a no-show. The towed gun wouldn't hurt either.

British Saladin

Post war. Widely used six wheeled armored car.

British Cruiser Comet

~~WW2. ICM once had it on their box sides, but rumor has it that it's canceled.~~ BACK ON AS STOCK NUMBER 35091.

British Cruiser Challenger

WW2. A logical follow-up to the Comet.

British Centurion

Postwar. Many variants, used extensively by the Israelis as well as the Brits.

British Mk VIB Light Tank

WW2. Widely seen and used in the west and in the desert. It seems a natural in plastic.

British “Flail” Tank

WW2. Maybe based on the DML M4A4 kit?

French Char B1

WW2. The famous French heavy tank.

French AMR35

WW2. Cool little cavalry tank.

French FCM36

WW2. French medium. Later used by the Germans as an SPG platform.

French Laffly/Hotchkiss S15R

WW2. Early war six-wheeled artillery tractor. Also the S20TL and the S35T.

German Panzer II variants

WW2. Still missing the A, B and F in a “modern way.”

German Panzer IID

~~WW2. The one with the big roadwheels.~~ COMING AS AN ALAN KIT.

German Panzer III variants

WW2. Still missing the A, B, C and D.

German Panzer IV variants.

WW2. Still missing the A, B, C, a modern tooled D and E.

German Panzer III/IV hybrid

WW2. While you're at it. Used an interleaved suspension.

German Neubaufahrzeug

WW2. Early war medium. Hey, why not?

German Lorraine Schlepper with 10.5cm

WW2. French tractor converted by the Germans.

German Lorraine Schlepper with 7.5cm

WW2. French tractor converted by the Germans.

German Sturmpanzer II Bison

WW2. The lengthened Panzer II chassis with the sIG 33 15cm gun.

German Panzer I B 15cm sIG 33

WW2. The one with the tall superstructure.

German Marder II “LAS”

WW2. The Pz II D chassis with the captured Russian 7.62cm gun.

German Marder III M

WW2. The 7.5cm gun rear mounted in a modified 38t chassis.

German Bison M

WW2. Pretty much the same thing as above, but with the sIG 33.

German Flakpanzer 38(t)

WW2. Similar to the above listed vehicles, but with the 2cm gun.

German Karlmörser

WW2. Sooner or later, right?

German Halftracks

WW2. The SdKfz. 9, 10, 11 and the Demag D7 (a new SdKfz. 7 wouldn't hurt either). Come on man—PLEASE! There's tons of variants, too.

German SdKfz. 251/17

WW2. With the drop down sides and the 2cm flak 38. Would make an outstanding Tamiya kit.

German SdKfz. 251/20 UHU

WW2. The IR searchlight vehicle. Would also make an outstanding Tamiya kit.

German SdKfz. 251/21 Drilling

WW2. The triple flak mount. Would also, also make an outstanding Tamiya kit.

German SdKfz. 251/22

WW2. With the Pak 40 75mm. Need we say more?

German PAK 43 8.8cm

WW2. The anti-tank gun with the cruciform base.

German 15cm gun

WW2. The widely used heavy artillery piece. We'd also love to see the 17cm and the 21cm in plastic.

German 10.5cm

WW2. We thought Tamiya would do this for sure after the Wespe. 3 variants.

German PAK 38 5cm gun

~~WW2. We still can't believe this has never been done in styrene.~~ ANNOUNCED FROM DML.

German Hummel SPG

WW2. Sorry, but we still need a really good one. Ditto on the Nashorn.

German SdKfz. 231 6-rad

WW2. The odd-looking six-wheeled armored car. Two variants.

German SdKfz. 231 8-rad

WW2. Modified version of the original. Used mid to late war.

German SdKfz. 247

WW2. Little armored 4x4 used by recon battalions.

German V3000 Ford truck

WW2. Similar versions were used by all the WW2 combatants.

German Bussing-Nag Truck

WW2. The basic truck, the AA version and the crane, too.

German “Büro-Anhänger”

WW2. The large boxy trailer hauled behind the Opel Blitz.

German Opel Blitz Bus

WW2. It seems like an Italeri natural.

German Opel Blitz Van

~~WW2. Ditto on that Italeri thing.~~ DUE OUT THIS YEAR FROM ITALERI.

German Mercedes-Benz G4

WW2. Mostly known as Hitler's six wheeled staff car, but also used as a regular heavy car in the field.

German Ie.gl.E.Pkw.

WW2. The little Stoewer or BMW light 4x4 cars. There are several variants.

German Einheits-Diesel 2.5 ton 6x6 truck

WW2. Very common throughout the war with several versions fielded.

German Faun Typ L900

WW2. Very large tank transporter (it carried the tank on its back). Towed a trailer which was also used with the big FAMO.

German Mercedes-Benz L 4500

WW2. 4.5 ton cargo truck. Also used as a very unusual “Maultier” version.

German Hanomag Typ St 100

WW2. Developed for both the Luftwaffe and the Wehrmacht, it was used to haul long supply trains and bridging equipment.

German Schwimmwagen “Trippl”

WW2. Early contender to the VW throne. Used by the SS.

German VW Itlis

Modern Bundeswehr Jeep. Also used by other NATO members.

Hungarian Toldi

WW2. There are several variants, too.

Italian Fiat/Ansaldo AB40/41

WW2. 4 wheeled armored car, also used by the Germans in Italy.

Soviet 203mm gun

WW2. The one with the tracked carriage.

Soviet Stalinets Tractor

WW2. Essentially a Soviet copy of the Caterpillar tractor. Pulled the 203.

Soviet BA-10/BA-12

WW2. Six wheeled armored car.

Soviet BA-64

WW2. Four wheeled armored car.

Soviet GAZ Jeep

WW2 and Korea. We have a new U.S. one, why not?

Soviet BTR-60

Post-war eight wheel armored car.

Soviet BTR-152

Post-war six-wheeled APC.

Soviet T-55

Post war MBT. Once listed in the DML catalog. Keep hope alive.

Soviet KV-85

WW2. Lots of conversions out there, but no plastic. The Tamiya kit is kinda old anyway. The KV1s would be cool, too.

Soviet SU-152

WW2. Same deal as the KV-85. These both sound like good DML material.

Soviet SA-2

Post-war mobile truck mounted SAM system.

Soviet BMD-1

Modern air-mobile infantry support vehicle.

Soviet ASU-85

Modern air-mobile tank destroyer.

Swedish S-Tank

Modern. That weird looking turretless jobby.

U.S. M1A1 Wrecking Truck

WW2. Terrific looking heavy wrecker made by Ward LaFrance.

U.S. M2/M2A1 Halftrack

WW2. The one with the shorter back end.

U.S. M3/M3A1 Halftracks

WW2. We're still waiting for contemporary plastic versions of this series. Help us Obi-wan Tamiya, you're our only hope...

U.S. M3 Stuart

WW2. We're still waiting for a contemporary plastic version of this, too. Throw in the M5 and M8 while you're at it.

U.S. M4 High Speed Tractor

WW2/Korea. Towed the Long Tom and used Sherman tracks. Think of all those lonely AFV Club kits.

U.S. M5 High Speed Tractor

WW2. Loosely based on the M3 in the suspension area. Hauled the 105, 155 and the 4.5 inch gun.

U.S. M6 High Speed Tractor

WW2/Korea. Successor to the M4, also towed the Long Tom and the 8-inch howitzer.

U.S. M10 ammo trailer

WW2. Pretty numerous on all fronts and commonly seen with M7 105's.

U.S. M12 Motor Carriage

~~WW2. The WW1 155mm gun mounted on a Sherman chassis.~~ ANNOUNCED FROM ACADEMY.

U.S. M19 Motor Carriage

Korea. Dual 40mm mounted on the Chaffee chassis.

U.S. M23 8-ton 4-wheel ammo trailer

WW2. Weird looking, but pulled along with every Long Tom.

U.S. M29 Weasel

WW2. The Monogram kit was a loooooong time ago. Both variants.

U.S. M31 ARV

WW2. Recovery version based on the Lee/Grant series.

U.S. M37 Motor Carriage

Korea. 105mm mounted on the Chaffee chassis.

U.S. M40 Motor Carriage
Korea. The Long Tom mounted on a “Easy Eight” type chassis.
U.S. M41 Walker Bulldog
Post war and Vietnam. It's high time for a new kit. The M42 Duster would be cool, too.
U.S. M43 Motor Carriage
Korea. The 8-inch howitzer mounted on a “Easy Eight” type chassis.
U.S. M44 SPG
1950's. One of a series of SPGs based on the M41 chassis. Also the M52. Used by other NATO nations—especially Germany.
U.S. M55 SPG
1950's. Big-ass SPG loosely based on the M46/M47 chassis. Used by other NATO nations—especially Germany.
U.S. DUKW-353
WW2. You know, the floater.
U.S. GMC 352
WW2. The short wheel base version. Hey Tamiya!
U.S. 4-ton “Diamond T” 6x6 Truck
WW2. Cargo, dump and a fabulous wrecker version.
U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. Also a van back version.
U.S. Mack NO 7.5 ton truck
WW2. Towed the 8-inch howitzer and just plain cool.
U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.
U.S. 75mm Field Howitzer
WW2. Also known as the “Pack” gun. Remember the old Tamiya metal one?
U.S. Staghound T17E1
WW2. U.S. built 4-wheel armored car almost exclusively used by the Brits.
U.S. LVT Series
WW2 & Korea. The whole series please: LVT-2; LVT (A)-2; LVT-4; LVT (A)-1; LVT (A)-4; LVT (A)-5 and LVT (A)-5 modified.
U.S. Ontos
Post-war and Vietnam anti-tank tractor.
U.S. V-100
Post-war and Vietnam 4 wheeled armored car fielded in several different versions.
U.S. M422 “Mighty Mite”
Post-war miniature version of the Jeep.
U.S. M992A2
Modern NATO. The artillery observation version of the M109. Hey Italeri!
U.S. M715 Jeep 1-1/4-ton cargo truck
Modern and widely used truck. Saw use in Vietnam.
U.S. Dodge M37 truck
Post war and modern version of the WW2 3/4 ton truck. Used in Vietnam. Ambulance version, too.
U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.

Resin Kits

Belgian T-13 tank
WW2. Early war Belgian mini tank. There is a SPG version, too.
German Geschützswagen III/IV (Sf)
WW2. Similar to the Grasshopper, with the entire 105mm gun plopped into the superstructure. The Brits still have one somewhere.
German Praga T6-SS tractor
WW2. Used the same tracks as the 38t series.
German Panzer III/IV hybrid
WW2. Also in the plastic list. Used an interleaved suspension.
German Mercedes-Benz L 4500
WW2. 4.5 ton truck. Also used as a very unusual “Maultier” version, using both purpose designed and Panzer II running gear.
German Mercedes Unimog U 900 truck
Post war NATO. Also used extensively by the U.S. Army and Marines in a variety of interesting configurations.
German Amphibious Bridge M-2
Modern Bundeswehr. Drives into the water and unfolds into a bridge section. Just because it's so damned cool. COMING FROM THE WILDMEN AT ACCURATE ARMOUR.
German Heavy transport trailer
WW2. Actually used to move heavy rail road equipment, but also used to move the super heavy tanks and the Karl Mörser.
Japanese Type 2 Amphibious Tank “Ka-Mi”
WW2. A fascinating little bugger that shared some suspension components with the Type 95.
Japanese Type 89 Medium Tank “Chi-Ro”
WW2. One of the few Japanese tanks that is not represented by a kit of any kind.

Soviet KRUG long track SA-4 radar
Post war. Lengthened version of the AT-T tractor with a large radar unit on top.
Soviet 2S7 203mm SPG
Post war. Enormous “nuclear” self-propelled artillery piece.
Soviet AT-T tractor
Post war. Basically a big truck loosely based on the T-55 chassis.
U.S. M4 High Speed Tractor
WW2/Korea. Towed the Long Tom. Think of all those lonely AFV Club kits.
U.S. M6 or M6A1 Heavy Tanks
WW2. Actually standardized in 1942, but never deployed. Neato anyway.
U.S. M6 High Speed Tractor
WW2/Korea. Also towed the Long Tom and the 8-inch howitzer.
U.S. M19 Tank Transporter
WW2. The Diamond T. Once there were two kits, now none.
U.S. M22 Locust
WW2. Wacky airborne tank.
U.S. M23 8-ton 4-wheel ammo trailer
WW2. Weird looking, but pulled along with every Long Tom.
U.S. FMTV Truck Series
Modern cab over trucks. Widely used everywhere today.
U.S. OPFOR Sheridan
Modern. Hey Jaguar, what do you think?
U.S. Quickway crane and Brockway truck
WW2. Awesome truck and crane combo also includes a trailer.
U.S. 4-ton “Diamond T”
WW2. Cargo, dump and fabulous wrecker version.
U.S. 4-5 ton 4x4 Autocar Tractor
WW2. Also made by Federal. Used with a trailer. There was once a resin kit, but it is sadly no more.
U.S. Staff Cars
WW2. Maybe the Ford and the Packard types?
U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. Also a van back version.
U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.
U.S. “Mighty Mite”
Post-war miniature version of the Jeep.
U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.
U.S. M76 Otter
Modern tracked amphibian. Used by the Marines in Vietnam.

Conversions, Updates & Accessories

British Churchill Tracks
WW2. The very early type.
British Churchill-early variants
WW2. Its seems a natural thing for the Tamiya kit.
German Flak 18 conversion/update
WW2. Brass, barrel, etc. for the old Tamiya kit.
German Panzer IV F update
WW2. To spice up the ex-Gunze, now excellent DML kit.
German Ballistics Measuring Vehicle
WW2. Based on the 8-rad armored car. For the Tamiya kit.
German update set for the sWS
WW2. It sure could use it.
German engine for Steyr heavy car
WW2. Same as the RSO, too.
German Steyr Kommandeurwagen
WW2. Conversion for the Tamiya kit. HERE AS A TAMIYA KIT.
German Steyr Fire Tender
WW2. Conversion for the Tamiya kit.
German Steyr cargo truck
WW2. Conversion for the Tamiya kit.
German Steyr van truck
WW2. Conversion for the Tamiya kit.
German Hetzer Interior set
WW2. For the DML kits.
German Panzer II Interior and Engine set
WW2. For the Alan/DML kit.
German Panzer I Interior and Engine set
WW2. For the Italeri kit.
German Panzer IV L/48 or L/70 Interior set
WW2. For the DML kits.
German Panzer III E through H Update and Detail set
WW2. For any of the DML kits.
German Mercedes-Benz 1500 A
WW2. Conversion for the Tamiya Steyr kit. Basically the same body work with front end differences. Command car, too!

German Puma interior details
WW2. For the Italeri kit.
German Puma tires
WW2. More accurate patterns and different patterns. HERE FROM ROYAL AND MR MODELS.
German Elephant Engine Set
Basic engine and generators.
Japanese Type 90 goodies
Modern. Largely ignored due to its obscure nature, it's probably one of Tamiya's best kits. We'd love to see an engine pack, ammo and other details.
Soviet SCUD A
Post-war. Possibly based around one of the JS kits now in production.
Soviet Katyusha rocket launcher
WW2. For the Tamiya GMC 2.5 ton truck.
Soviet T-72 ARV
Modern. For the Tamiya kit. How about some other conversions for this great Tamiya kit?
U.S. M19 Motor Carriage
Korea. Dual 40mm mounted on the Chaffee chassis. For Italeri.
U.S. M27 Bomb truck
WW2. Basically a GMC 353 with a dolly for bombs on the back. Conversion for the Tamiya kit.
U.S. M37 Motor Carriage
Korea. 105mm mounted on the Chaffee chassis. For Italeri.
U.S. M39 Utility Vehicle
WW2/Korea. Basically a turretless M18 with a slightly altered interior. Conversion for either the Academy or the AFV Club kit.
U.S. M927A2 Truck
Modern. Long wheel based version of the M923 series trucks. For Italeri.
U.S. M931 Truck
Modern. Tractor version of the M923 series trucks. For Italeri. Maybe a trailer, too?
U.S. M936 Truck
Modern. The wrecker version of the M923 truck. For Italeri.
U.S. M35A3 Truck
Modern. The most modern version based around the AFV Club kit. Tires, body work and a few other doo-dads would do it.
U.S. Mk 48 Logistical Vehicle System
Modern Marine Corps and Army tractor version of the Oshkosh truck used as a trailer hauler. Might be possible to convert it from the Italeri kit.
U.S. Oshkosh M1070 8x8 truck
Awesome modern tank hauler used in conjunction with the M100 trailer. The ultimate Dragon Wagon.
U.S. M74 Recovery Vehicle
Post-war conversion of the M4A3E8. More modern version of the M32. Also used extensively by the Bundeswehr.
U.S. M3 half-track truck cab
WW2. With sheet steel cab and cargo bed. Used early in the war.
U.S. early Bantam Jeep conversion
WW2. For the new Tamiya kit.
U.S. early Ford GP Jeep conversion
WW2. For the new Tamiya kit.
U.S. Studebaker cab
WW2. For the Tamiya 2.5 ton truck.
U.S. GMC 352 conversion
WW2. Short wheel base version. For the Tamiya 2.5 ton truck.
U.S. GMC COE conversion
WW2. “Cab over engine” version with longer bed. For the Tamiya 2.5 ton truck.
U.S. Sherman comprehensive update set
WW2. Including stuff like the proper tail lights, etc.
U.S. 8 inch Howitzer M1
WW2. A quick and easy change for the AFV Long Tom kit. Throw in the correct pattern tires and wheels while you're at it.
U.S. Tank Engine Set
Similar to what Tamiya did for the German heavy tanks.Different radials for the Shermans, LVT's, etc.
U.S. T-66 link-to-link Tracks
WW2/Korea. Used on the HVSS Sherman and the early Pershing.
U.S. T-80 link-to-link Tracks
WW2/Korea. Steel chevron double block. Used on the HVSS Sherman, the early Pershing and the M46.
U.S. T-88 link-to-link Tracks
WW2/Korea. Rubber chevron double block. Used on the HVSS Sherman, the Pershing and the M46. AFV Club help us!
U.S. Periscope Set
Clear parts—similar to what Fine Molds did for German tanks. Maybe include the late cupola?
Correct Bradley Family Drive Sprocket
The DML MLRS is the closest. Suitable for 3 Bradley, 2 MLRS and 3 LVTP versions.

0004	M4A1 Early Hull with closed rear deck	16.00
0008	M4A2 Hull with closed rear deck	16.00
0009	M4 105 Howitzer kit turret and hull	25.00
0010	M4 Howitzer turret set with resin barrel	16.00
0011	M4 Early turret with open loader's hatch	9.00
0012	M4 Early turret with open pistol port	9.00
0013	Firefly turret with hull components	12.00
0014	T-23 turret, oval hatch with aluminum barrel	17.00
0015	T-23 turret, round hatch with aluminum barrel	17.00
0016	M4 concrete appliqué	7.00
0017	M4 with pieces/wood appliqué	7.00
0018	M4 3 pieces/steel appliqué	7.00
0019	M4 3 pieces bolt nose	8.00
0020	M4 Early cast nose	7.00
0021	M4A3E2 uparmored nose	7.00
0022	M4 early fighting compartment, interior	50.00
0023	M4 late wet stowage lighting compartment	50.00
0024	M4A2 conversion set	9.00
0025	M4A3E2 Jumbo turret set with aluminum barrel	18.00
0026	M4 Late dished wheels	10.00
0027	M4 pressed wheels (detail on both sides)	9.00
0029	Cullin Hedgerow cutter (angle iron teeth)	9.00
0030	Cullin Hedgerow cutter (T-bar teeth)	9.00
0031	Cullin Hedgerow cutter (I-beam teeth)	9.00
0032	76 mm turned aluminum gun barrel	7.50
0035	M4 radial engine and engine compartment	35.00
0036	M4 Early interior with radial engine and engine compartment detail	70.00
0040	M4 late 75 mm turret with open loader's hatch	9.00
0041	M4 radial powered tank, deep wading kit	18.00
0042	M4A3 early conversion set	9.00
0043	M3 suspension replacement set (Tamiya M4 kit)	16.00



0044	M4 Sherman, M34 mantlet conversion set with 75 mm aluminum barrel	9.00
0045	Combination of 0021, 0025, and 0026 for M4A3E2 conversion	30.00
0052	M4A2 and M-10 12 cylinder diesel engine	13.00
0053	M4A2 engine and engine compartment for Tamiya M4 and M4A3 Sherman	24.00
0066	M3 half track open drive sprockets and idlers with tracks	12.00
0067	M4 Early Sherman hull with forward vision-open deck for Tamiya parts	16.00
0068	M4A1 Early cast hull Sherman-open deck for Tamiya parts	16.00
0069	M4A3E2 Jumbo hull-complete	16.00
0070	M4 Composition hull-open deck for Tamiya parts	16.00
0071	M4A1 Early cast hull with appliqué open deck for Tamiya parts	16.00
0072	M4A1 Cast Hull Forward Vision Slots	16.00
0073	M4A3 E2 complete Jumbo conversion for Tamiya's M4A3 lower hull	6.00
0074	M4 Hull detail set (tools, vision block, cable tie downs, etc.)	17.00
0076	Early M4 Sherman suspension	3.00
0077	M4 M34A1 Sherman mantlet with casting numbers	8.00
0083	M38A1 Jeep tires with chains	13.00
0087	M8 Armored car tires with chains	12.00
0088	LRDG Chevrolet truck wheels and tires with 2 spares	6.00
0089	GI gas cans in trays with straps	5.00
0090	American 5 gallon oil cans	3.00
0091	M4 Sherman upper hull rear vents	3.00
0092	Pershing 90mm canvas covered flash suppressor	24.50
0093	M26 (M25) Dragon Wagon wheels and tires	98.00
0094	M123C 10-ton tractor	2.00
1066	German gas cans with grenade attached (3)	5.00
1075	Wooden crates-3 medium and 3 large (Fu) SdKfz 223 armored car interior	20.00
2023	Tamiya Flack 88 wheels and tires	10.00
2045	SdKfz 251 and Hanomag 8 ton front wheels with snow shoes	6.00
2046	Tamiya 8-ton spoke wheels with civilian pattern tires	3.50
2047	Tamiya 223 armored car wheels with chains	6.50
2048	Tamiya 4 x 4 Horch wheels with chains	6.50
2049	Early Tiger I flash suppressor with canvas cover	4.00
2050	Late Tiger I flash suppressor with canvas cover	3.75

2052	Panther flash suppressor with canvas cover	3.75
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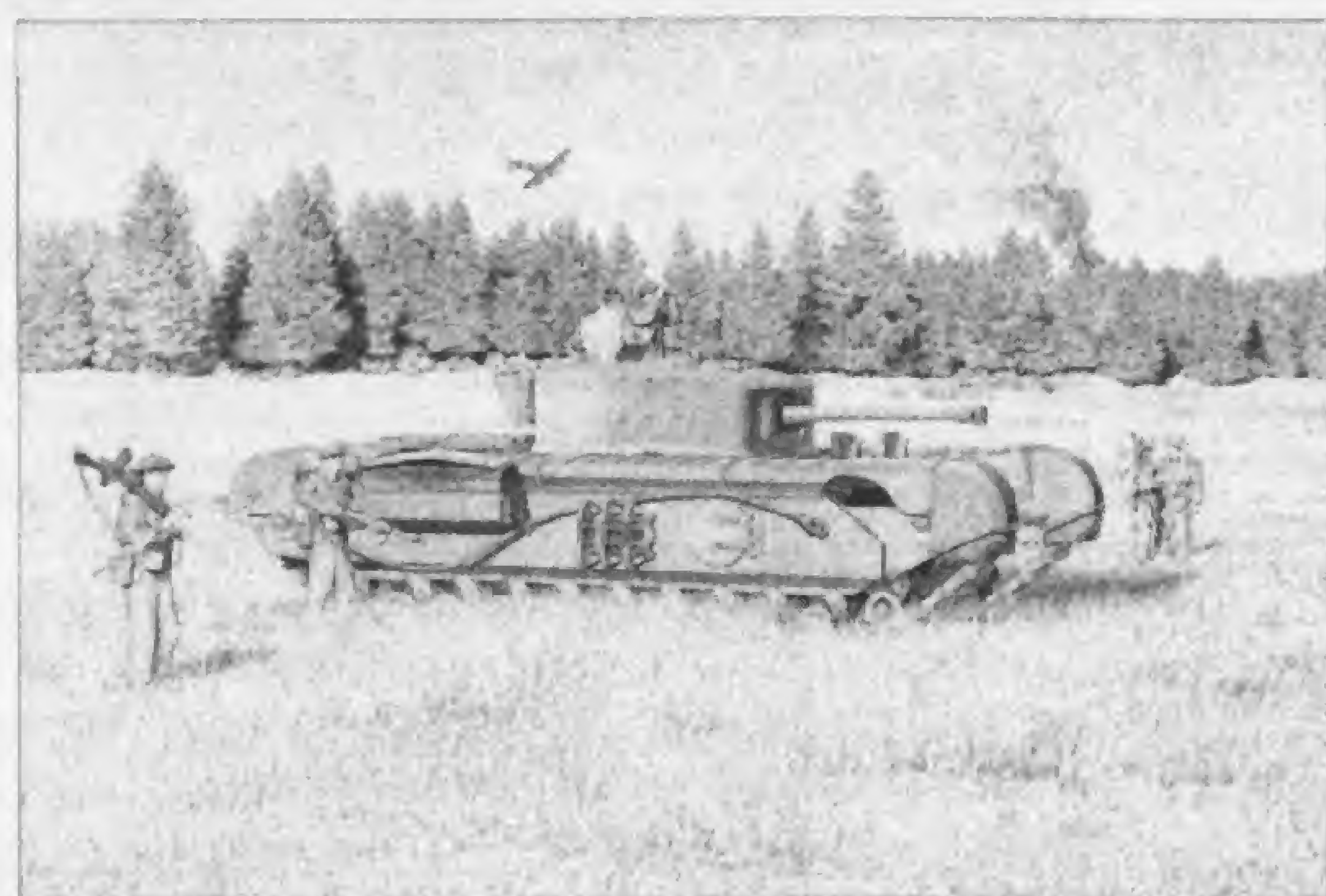
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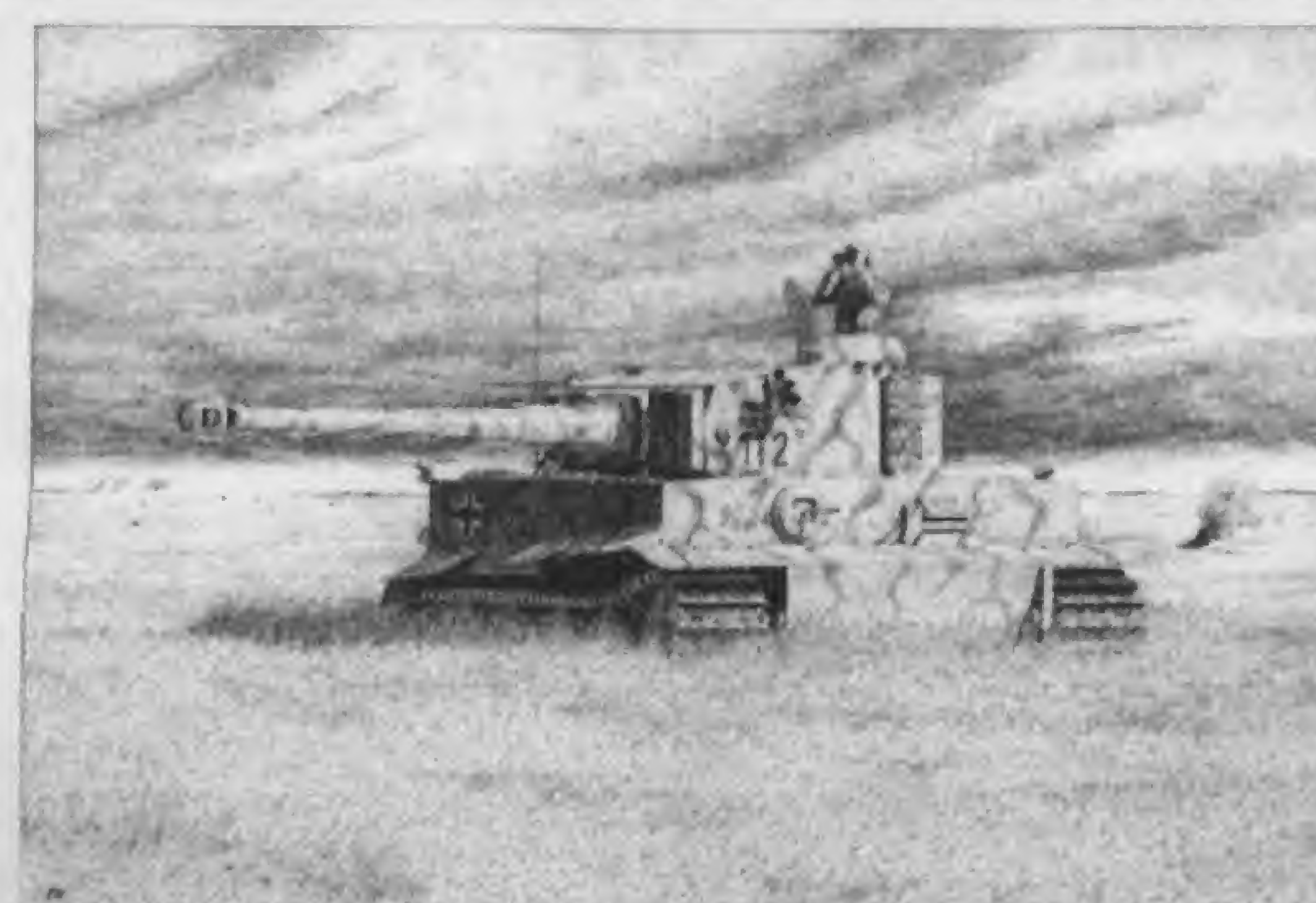
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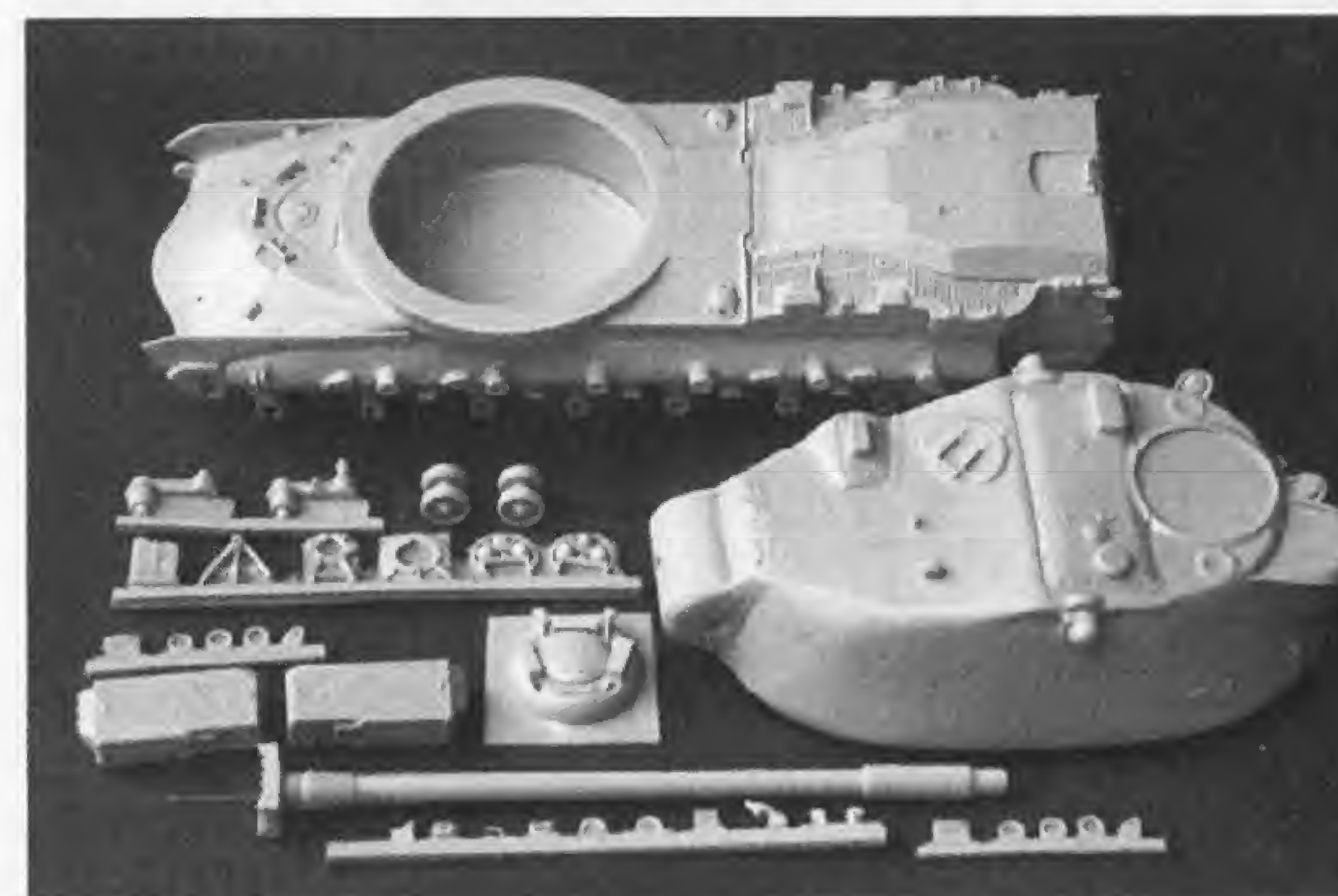
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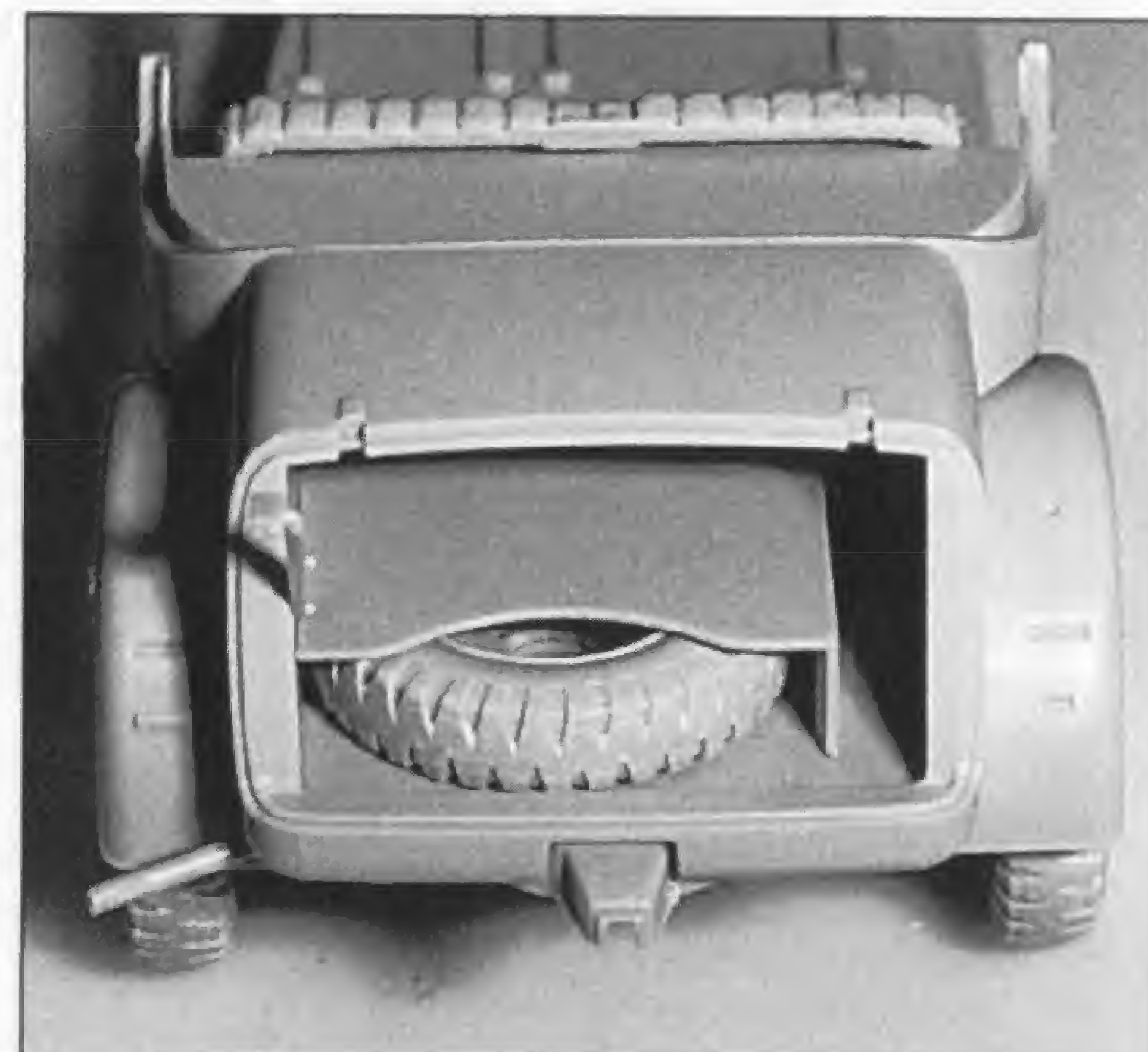
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Double Takes

A look at new variants
of previously
released kits.

Double Takes

Lead photo and model by Chris Mrosko. All other Steyr photos by Michael Koenig



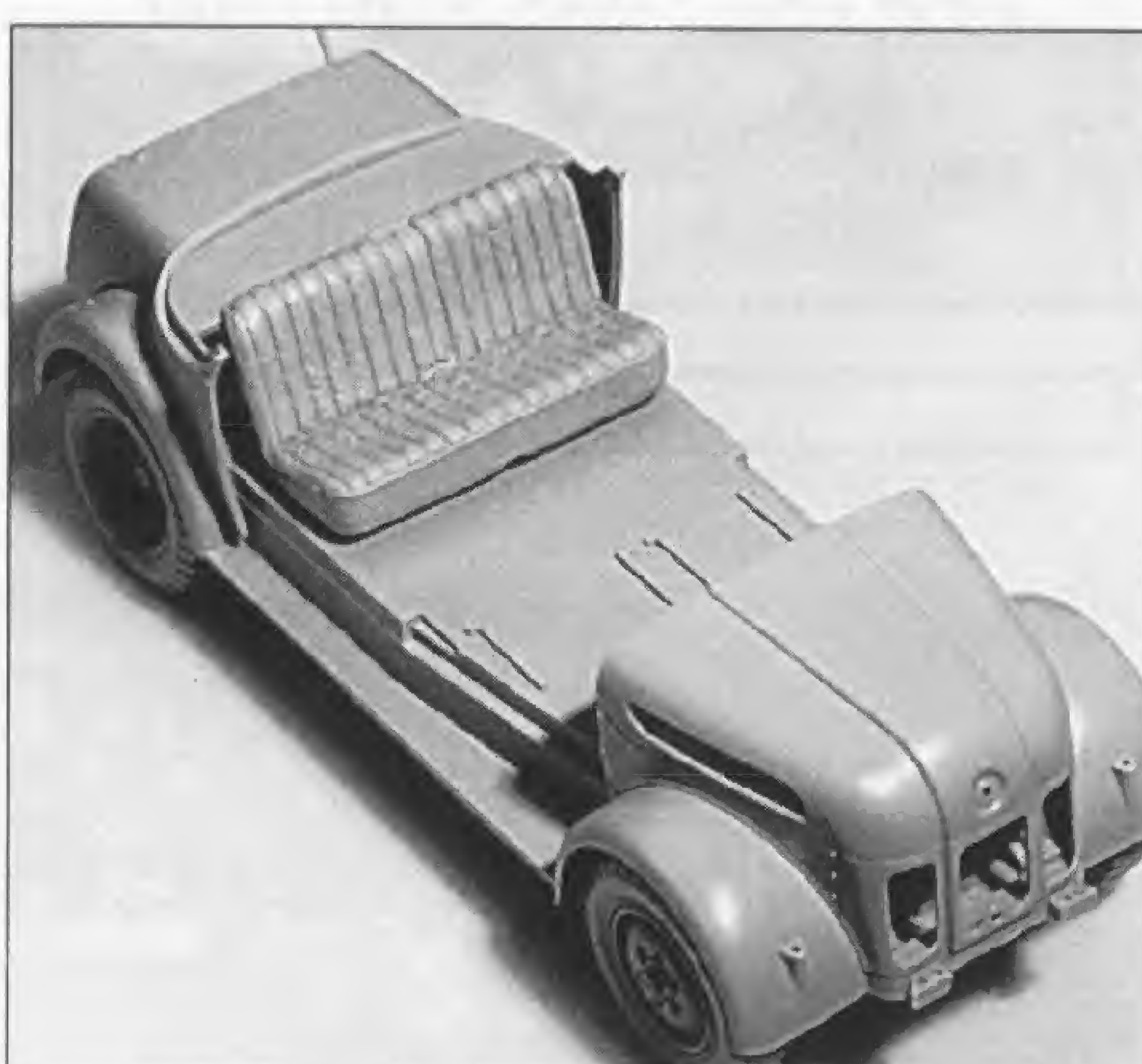
for the day) to hinge both front and rear doors to the same body member. This gives the front doors, when open, the rakish "suicide" style, popular on many sports cars of the time. Did I mention that included in the kit is a beautiful spare tire and jack to fill out that open trunk?

If Tamiya misses a bet anywhere in this kit it might be in the absence of an engine, as well as separate brake drum and wheel hub moldings. Throwing in these parts would allow the modeler to create an intriguing flat tire or open hood, breakdown diorama with this vehicle.

As with most all the range of current Tamiya products, this model was a pleasure to build and went together without difficulty. The fit is excellent with little or no clean-up necessary and absolutely no flash to speak of. The all too common curse these days of visible ejector pin marks was held on this model to an absolute minimum. The separate inner and outer body panel construction has allowed the toolmakers at Tamiya to position these ejector pins so as to be completely covered once the model is assembled. In fact, the only pin marks visible on the entire model are on the underside of the convertible top and under the running boards and these are easily sanded off.

To wrap up, the "A" is a great new soft skin from Tamiya. This ride has enough class, detail and civilian amenities to perhaps turn the heads of even today's dyed in the wool car modelers and get 'em to "try some armor." Even though the design for the prototype Steyr is well past its 50th birthday, I wouldn't mind having a real Kommandeurwagen right now to fight off the daily challenge of rush hour traffic!

—Michael Koenig



A Steyr Fit for a Field Marshall

Once again the folks at Tamiya have pleasantly surprised me with yet another soft skin release. This new item follows on the heels of the already popular Steyr, Type 1500A/01 heavy command car (previously reviewed in MMR #16). This new vehicle is the Steyr 1500A Kommandeurwagen.

The 1500A was the luxury version of the more basic eight passenger 1500A/01 command car originally built by the Austrian firm Steyr. Both the luxury "A" as well as its current 1/35 scale namesake share a whole load of common parts with the /01. Mechanically the two appear to be identical, sharing the same ladder style frame construction, identical wheel base and the Steyr's unique front wheel drive/4x4 drive train. The primary differences between these vehicles are in the bodies and even then the changes are limited only in the areas above the frame and from the firewall/windscreen on back.

The command officer fortunate enough to be assigned an "A" enjoyed the automotive style luxury of a four door five passenger vehicle. Comforts included roll down windows, enclosed trunk, "civilian styled" interior upholstery and an insulated convertible top. The "A" had to have been prized by the "elite" of the Wehrmacht for its speed, comfort

and amenities. All this civilian comfort was still chained to a bad assed 100km/h, 75 hp, V8 drive train. Even with all the civilian comforts, the vehicle proved extremely durable because of the high ground clearance and off-road capability it inherited from its rougher brother.

Tamiya took full advantage of the commonality between these two prototype vehicles to quickly tool up and produce a model that shares nearly two full sprues, as well as the beautifully molded and separately bagged hood. To this list of parts, Tamiya adds an equally beautiful rear trunk molding, also separately bagged. Then there are the new sprues that give us a new floor pan, detailed seats, separately molded inner and outer door panels, a finely crafted convertible top (raised or stowed) and a totally new figure of a seated German General.

As a special treat, the clear sprue in this kit contains a set of very modern, for the day, frame-less side windows, which may be shown on the model in either the up or down position (and with just a little bit of additional carving can be placed anywhere in between!).

As already noted, the four doors and the trunk lid are molded separately and can be placed in any open or closed position. The Kommandeurwagen utilized a centralized door column (again, very chic

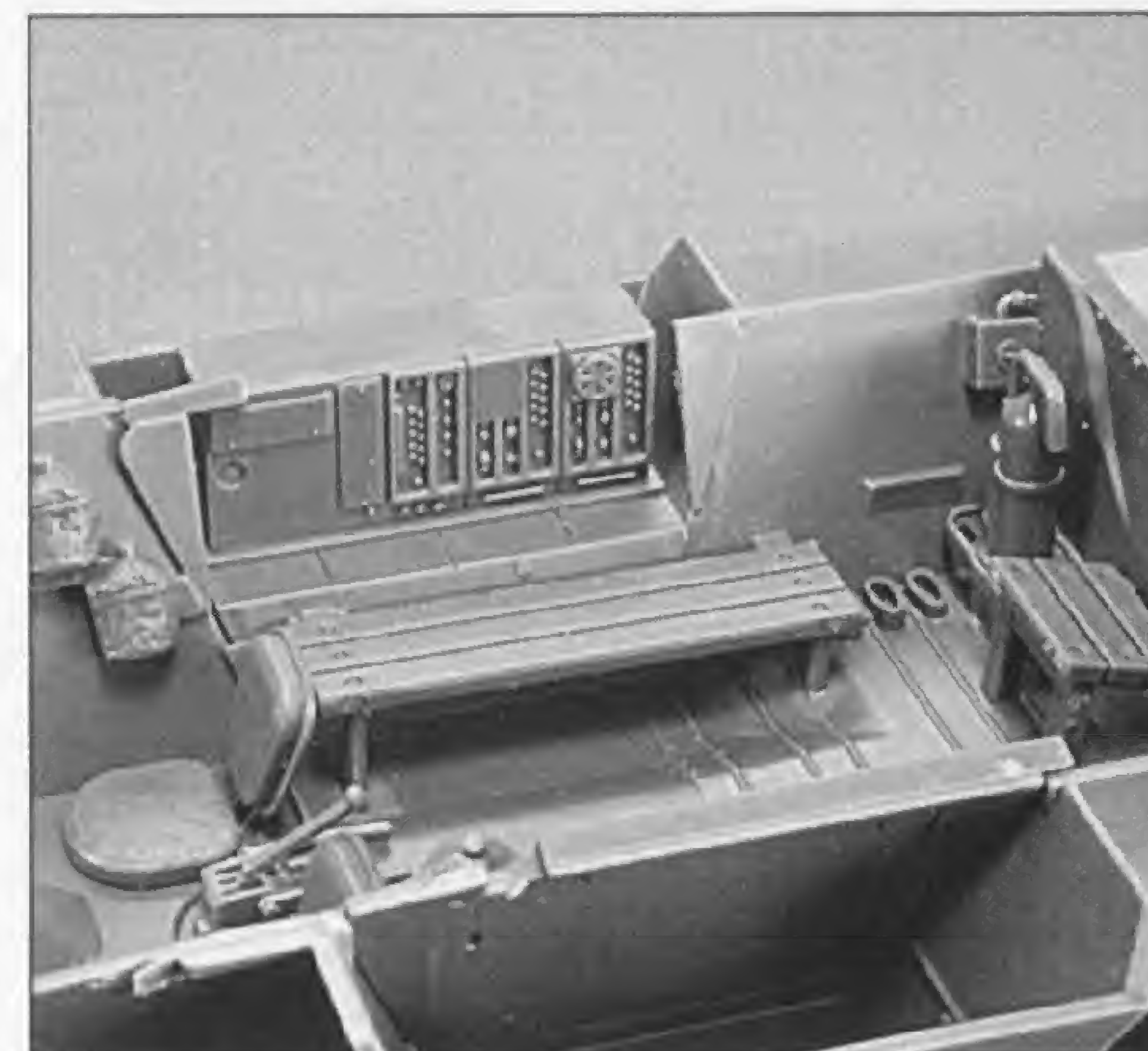
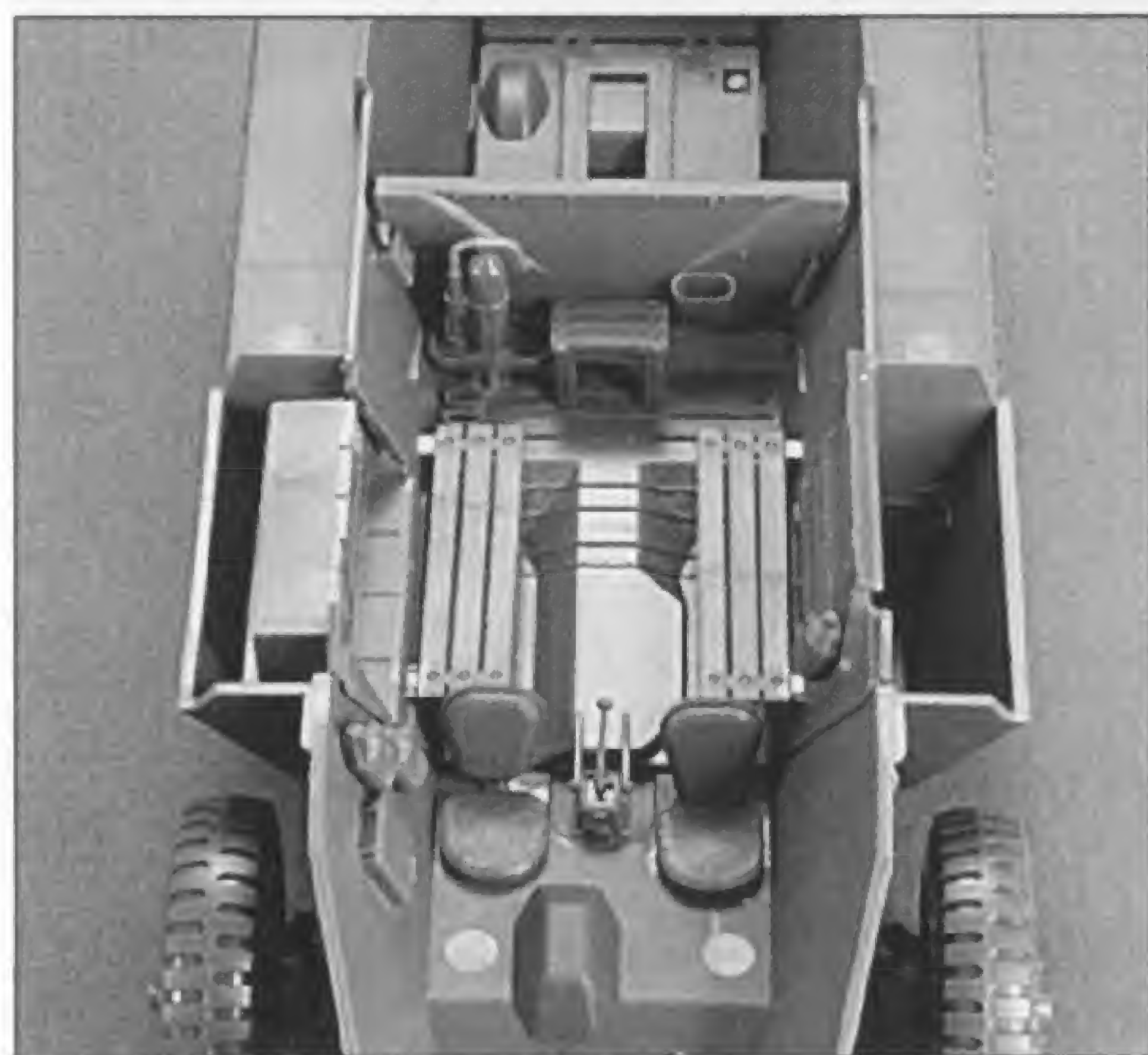
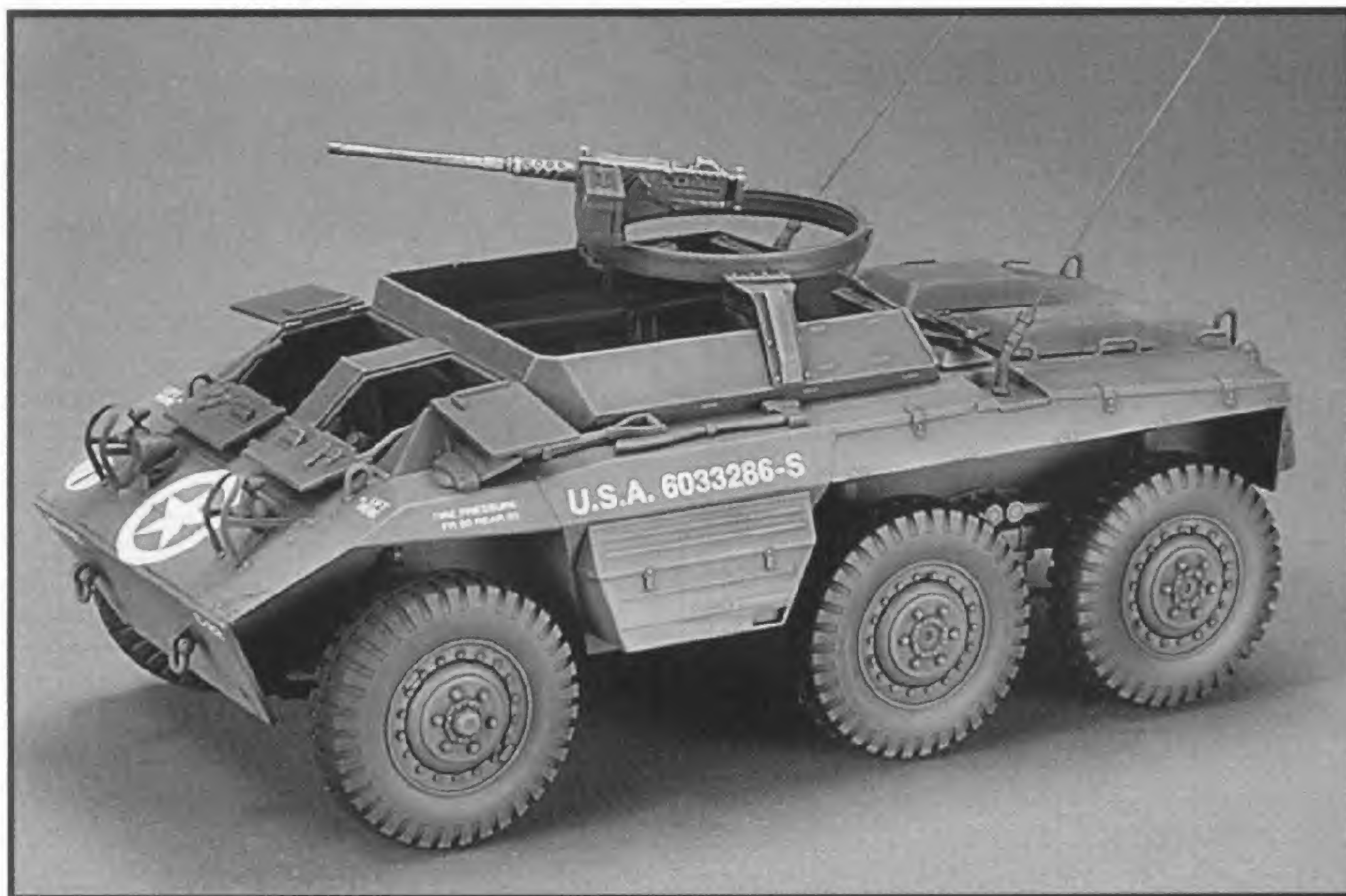
**Tamiya German Steyr Type 1500A s.gl. Pkw
Steyr Typ 1500A Kommandeurwagen**

Kit number 35235

Suggested retail price \$30.00

Doggie, Too

As expected, Tamiya has released the M20 version of its M8 armored car. The M20 was a derivative of the M8 and the original specs called for a troop transporter version of the M8. Although it was never used in this role, the vehicle did retain



some of those original features.

Tamiya has not strayed too far in producing this little model. The original kit was rather cleverly (and rather obviously) designed to reflect the two versions. And these differences are primarily around the hull top, which is a single large piece. This is one of two areas that differ between the two vehicles, the other being the interior. The fit of this area is good enough that it can be left unglued and the lifted out to amaze all your friends and neighbors.

There were no significant differences in the assembly of the M20 versus the M8. Like the M8, the M20's interior is fully detailed. Tamiya provides the usual awesome details inside, like canteens, that wicked little fire extinguisher and the same radio seen in the previous kit.

A recent and welcome trend in U.S. armor kits from Tamiya has been the inclusion of various signs and placards for the interior components. One of my favorites is the label for the fire extinguisher. This is a real obvious and colorful detail for the interior of any vehicle and it's a neat little addition. It would be oh-so nifty to see this included in yet another U.S. accessory set. Also included is the equally prominent first aid kit marking.

The new .50 cal is present in the M20, too. This is the same one that has adorned the Dragon Wagon, the GMC Accessory set and the M8. I like this. It's simple, it goes together well and the detail is terrific. It comes packaged with the ring mount and you will need to be careful of the top and bottom

sections of the ring during assembly.

This kit is detailed enough to be pretty straight from the box, but I did add headlight guards from the new Fine Molds US AFV equipment set (MG-10). About all else you'd need to add is straps for the tools. Not too shabby...

The M20 and M8 carried dual antenna on the back deck. Photos frequently show these tied down to the rear lifting rings. I always thought the arched look was cool, so I set out to duplicate it. I first carefully heated the antenna bases, creating a gentle curve. I then drilled the bases out to receive a narrow brass rod. This was then tied to the rings with very fine copper wire. It looked great... for a while. It turned out I put too much pressure on those little plastic mounts, nearly breaking them rather than bending them. This manifested itself only when I applied the oil wash for weathering. This weakened the mounts enough to cause them both to pop (nearly simultaneously), inspiring an impressive string of profanity. It proved impossible to fix, as the repaired mounts were incapable of taking any tension (I feel this way sometimes). I was forced to remove the tie-down wires and the antenna are now simply magically bending towards the back of the vehicle. If you attempt this, I'd suggest heating the mounts very slowly and thoroughly before bending them.

My M20 was painted with Tamiya paints and weathered with oils as mentioned. I used a set of dry transfers from a new Japanese company called Decal Star (not widely imported just yet). The set was

originally for the M8, but you won't tell anyone, right?

I left the fenders off my kit to show off the spiffy suspension. Photos seem to indicate this was done as often as not.

Another feather in the vast Tamiya cap and a great addition to your US WW2 armor collection.

—Ken Dugan

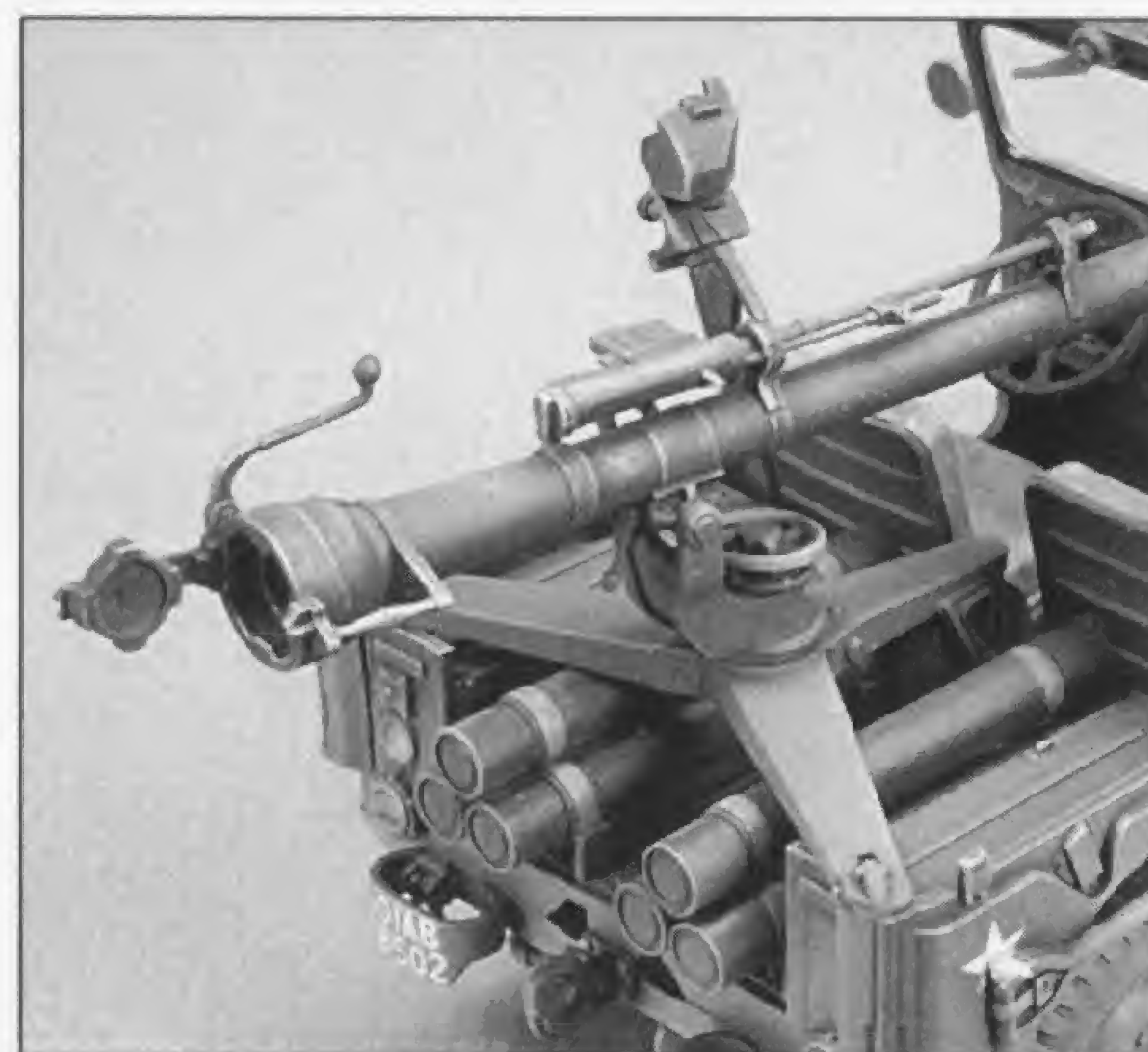
Tamiya Armored Utility Car U.S. M20

Kit number 35234

Suggested retail price \$30.00

Treats for Jeep freaks

The fledgling injection plastic company Skybow blew the lid off the joint last year when they released an all plastic kit of the little M38A1 post-war Jeep. This has now been followed by the M38A1C, which mounts the potent little M40A1 106mm recoilless rifle. This weapon was used by



both the Army and the Marines in Vietnam, but is perhaps most well-known for its use in the heavy fighting that took place in the city of Hue during the Tet Offensive in 1968.

The Skybow kit is virtually identical to the earlier release, with the same great detail throughout the interior, engine and exterior. There are only a few small differences between the two models, besides the actual rifle. (well, actually, everything on this kit is small). The "biggest" difference is the windshield. It's split to accommodate the barrel of the rifle and there is also an incredibly detailed travel lock that mounts onto the dashboard. The other differences are the addition of an ammo rack in the back bed, the elimination of the soft top bows and the relocation of the spade, gas can and the spare tire.

Interestingly, the location points for all the modifications are hidden on the original kit and they must be opened from the inside or the underside of the main parts.

I only built the underside of my engine, saving all those useful details for my spares box. It was a swift build and I was tickled by some of the teeny details like the wiper blades and their motors.

To cite a well-used modeling cliché: "the recoilless rifle is a kit all by itself." In this case it happens to be true, as the single sprue that contains the rifle is a bagged item that is sold separately. This sprue includes a full range of rounds as well (AP, HE, etc.). This is a useful detail, as the caps of the ammo tubes are separate pieces.

the delicate breech handle. The finished gun can be plopped unglued right into the back of the Jeep, or displayed alongside.

The kit supplied decals are also well done and they supply markings for the 82nd or 101st airborne and the 3rd Marine Division.

My M38 was painted with a mix of Polly-Scale paints to create a dark OD scheme. I opted for the 101st decals and I found them to be a bit on the thick side. I used several applications of Solvaset mixed with water to get them to snuggle down. A useful range of markings is supplied, including a full suite of bumper markings, gas cap markings, dashboard placards and a manufacturer's marking for the rifle.

The clear parts were added last and I used a

The detail on the rifle is breathtaking and it includes all the mechanisms right down to

"Sharpie" brand marker to color the edges of the windshield glass. This represents the rubber gasket on the outer edge and helps obscure the inner edge, making the glass appear thinner than it really is. It's also way easier than painting.

This is probably one of the nicest models I've built. The level of detail is so high, I could hardly find anything to add (!), either from scratch or from some future brass set.

Buy two, they're small! 🚗

—Pat Stansell

Skybow U.S. 1/4 ton 4 x 4 M38A1C w/M40A1 106mm Recoilless Rifle
Kit number TP3505
Suggested retail price \$29.50



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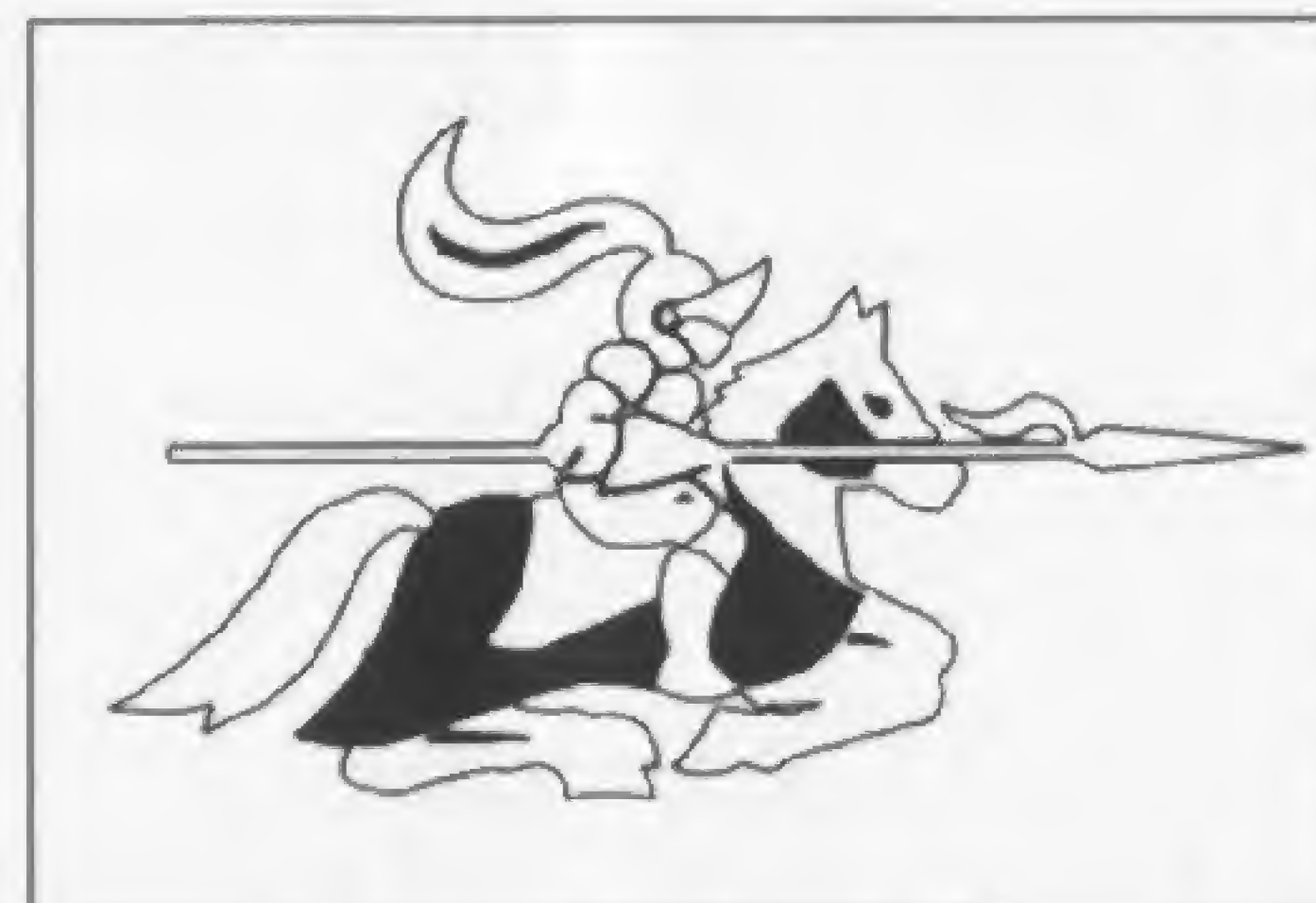
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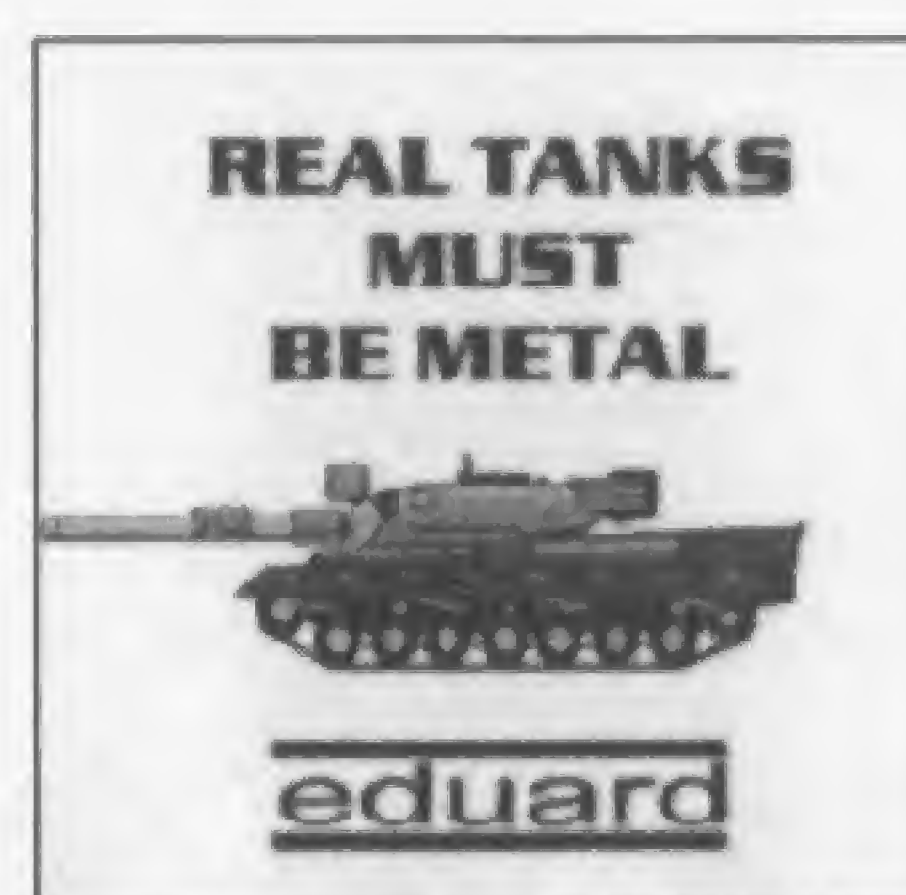
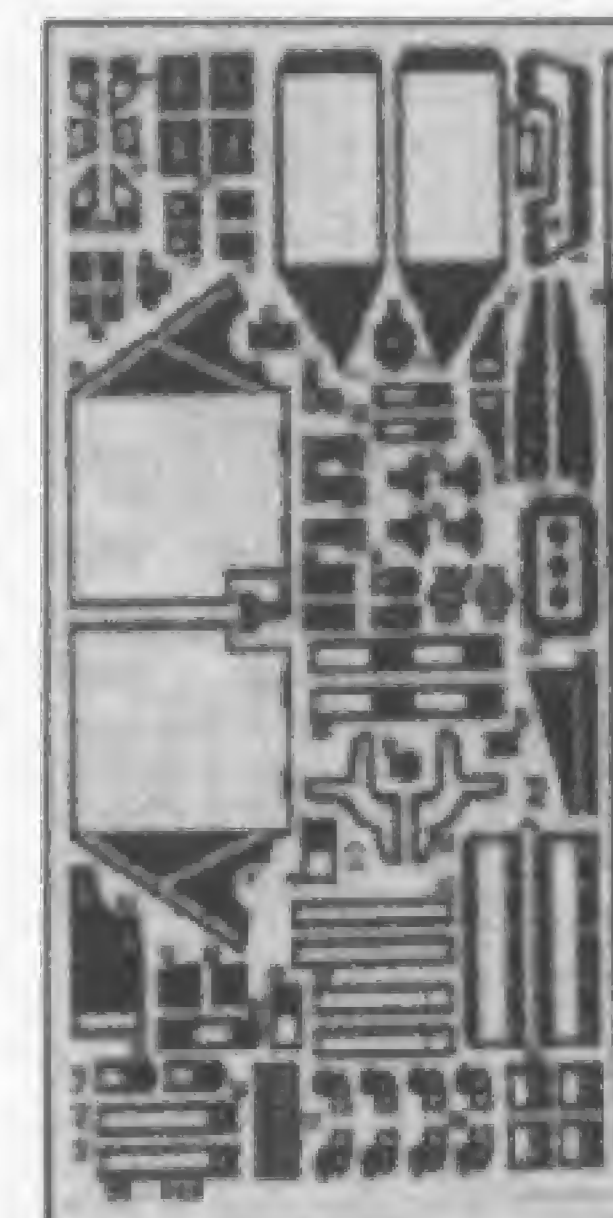
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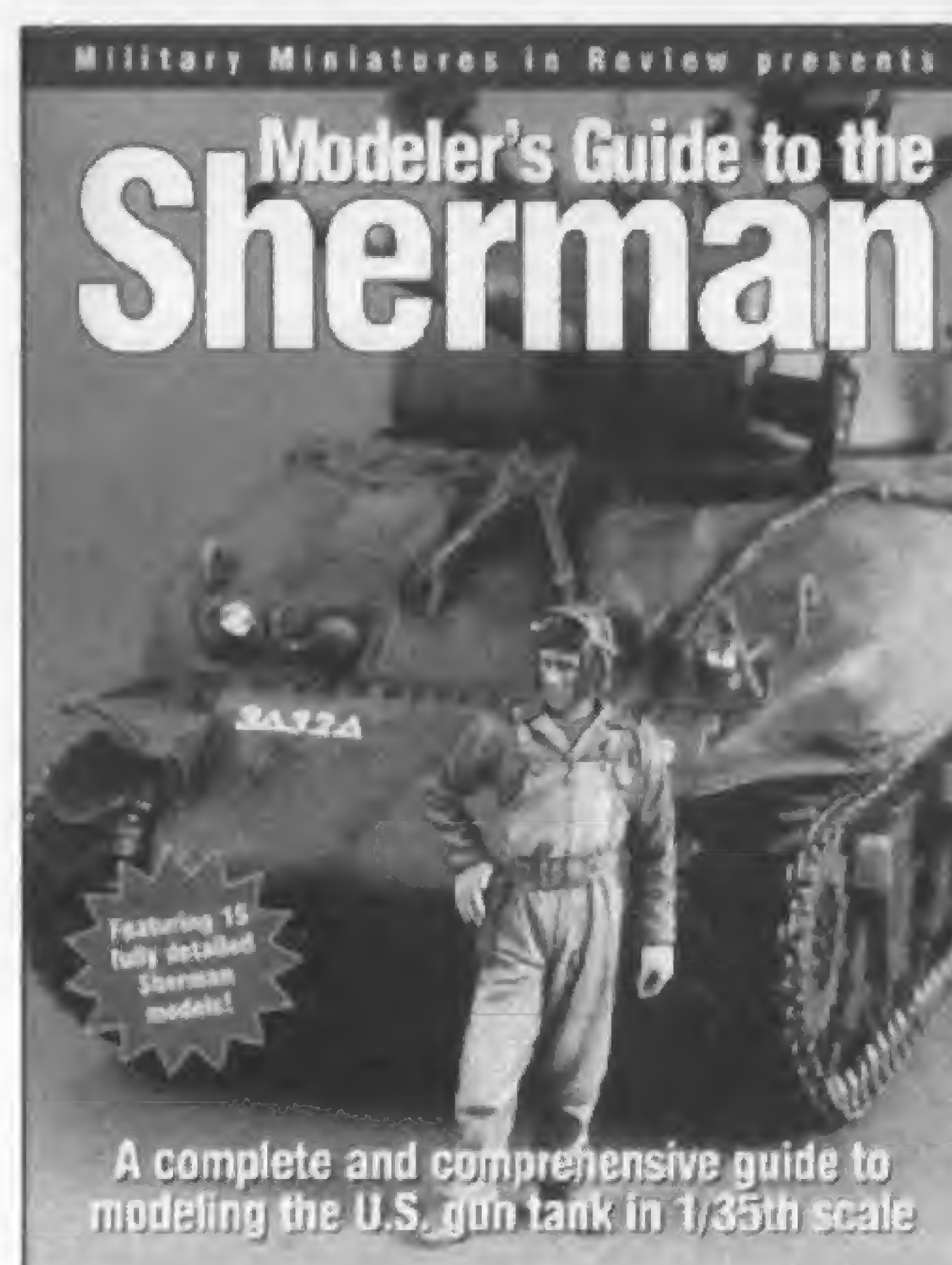
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Son of Dragon

WE GET A BIG KICK OUT OF THE NEW M123 KIT FROM TWS



The M123 is sort of the “son of the Dragon Wagon.” It was the immediate post-war successor to the tank recovery crown. This was brought on by the fact that the M25/M26 vehicles were wartime expedient designs that were far from fully refined. They had chain drive to the rear wheels, which was a rather outdated method of power transfer by the late 1940’s. The Dragon Wagons also suffered from front axle failure which was only partly eliminated by the introduction of an unarmored version.

Enter the M123. This was part of a family of trucks that were developed after the war. The M123 had a conventional trans axle and power train design, much more akin to today’s big rigs. It had an unarmored cab and a good part of the body work was shared by its smaller cousins, the M35 and the M923, as well their sub-variants.

The M123 was the truck that did the lion’s share (or the dragon’s) of hauling during the age of the M48 and its variants.

Our friend was powered by a massive gasoline V-8, which had the unique feature of a top mounted manifold. This is said to give the truck a distinct sound when running.

A power take off winch was still a feature of the new Dragon Wagon. This was also of somewhat more modern design. The truck was manufactured in both single and tandem winch versions. The M123 was in the 10-ton class and a cargo version was also issued, called the M125. This was envisioned as a prime mover for large artillery pieces and oddly, it retained the same large single winch. However, on the M125 it was installed on the front bumper!

Model me like you mean it baby

A model of the M123 has always seemed like a good idea. It was used throughout the fifties, sixties and seventies and even served in some reserve units in Desert Storm. With most Dragon Wagons phased out of service in the fifties, it was the M123 that took its place in front of the Fruehauf M15A1 and A2 trailers.

When the rumor of the plastic Dragon Wagon in 1/35th first broke, the American kit company The Tank Workshop anticipated that the kit would include the later version of the trailer, the M15A1. This was the widened version with the over the wheel ramps on the back. The M123 would have had an instant home in case you wanted to display your Dragon Wagon sans trailer.

There was a slight wrinkle thrown in when the

kit was released with the earlier M15 trailer. This was a very rare sight after the war as Fruehauf converted most, if not all, to the later standard to handle the next generation of post-war tanks.

No biggie as I was hell-bent on building this bad-boy.

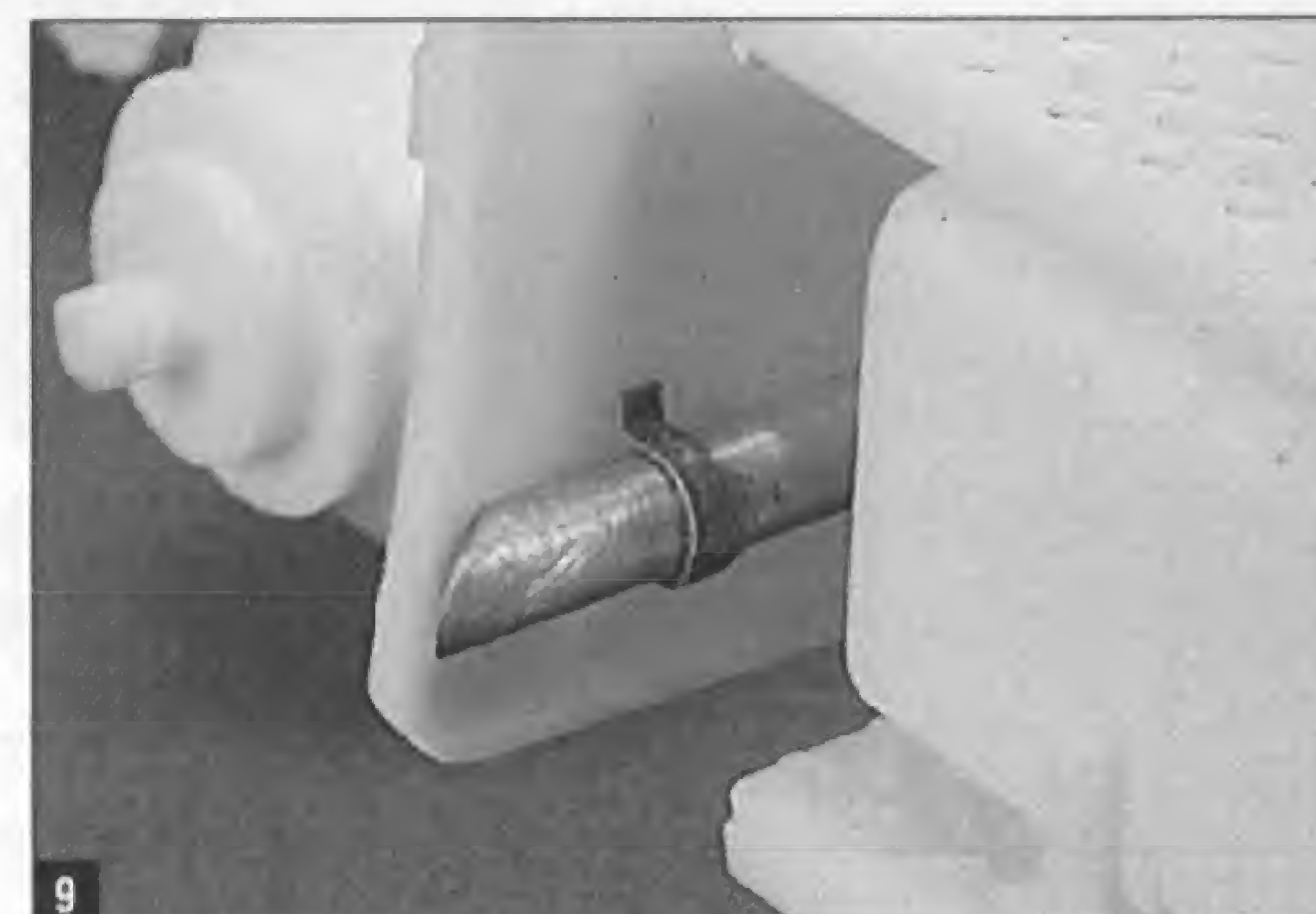
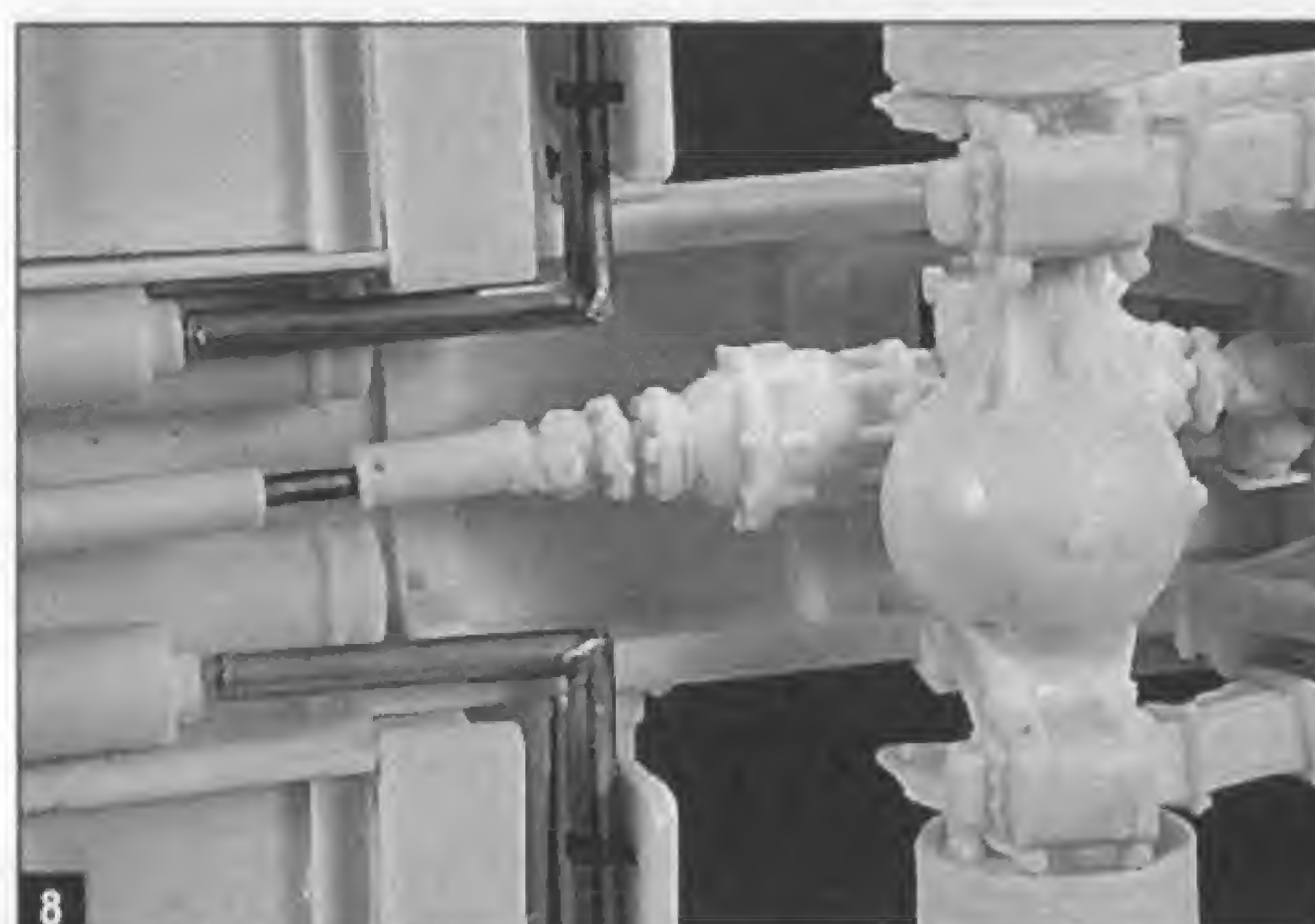
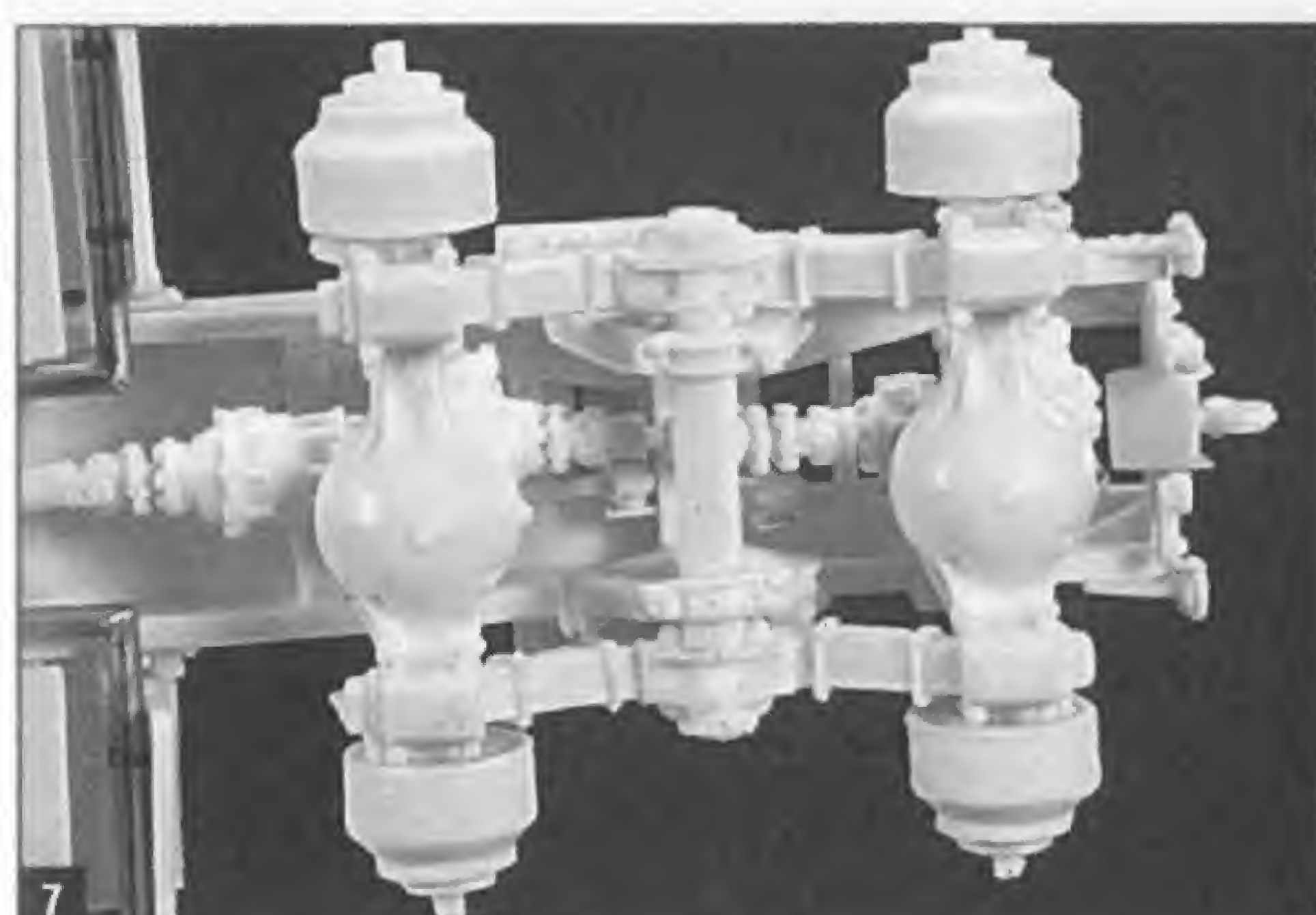
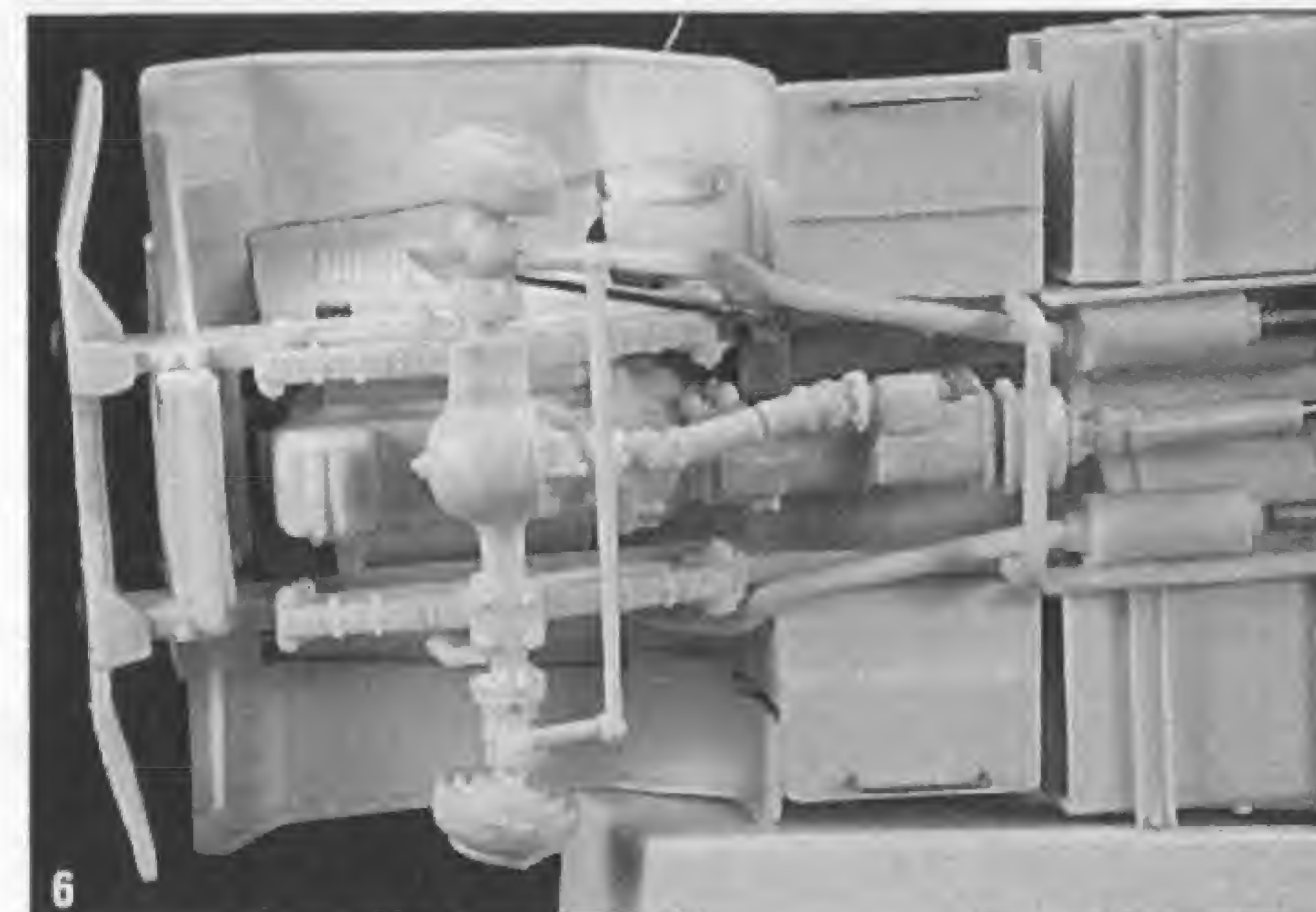
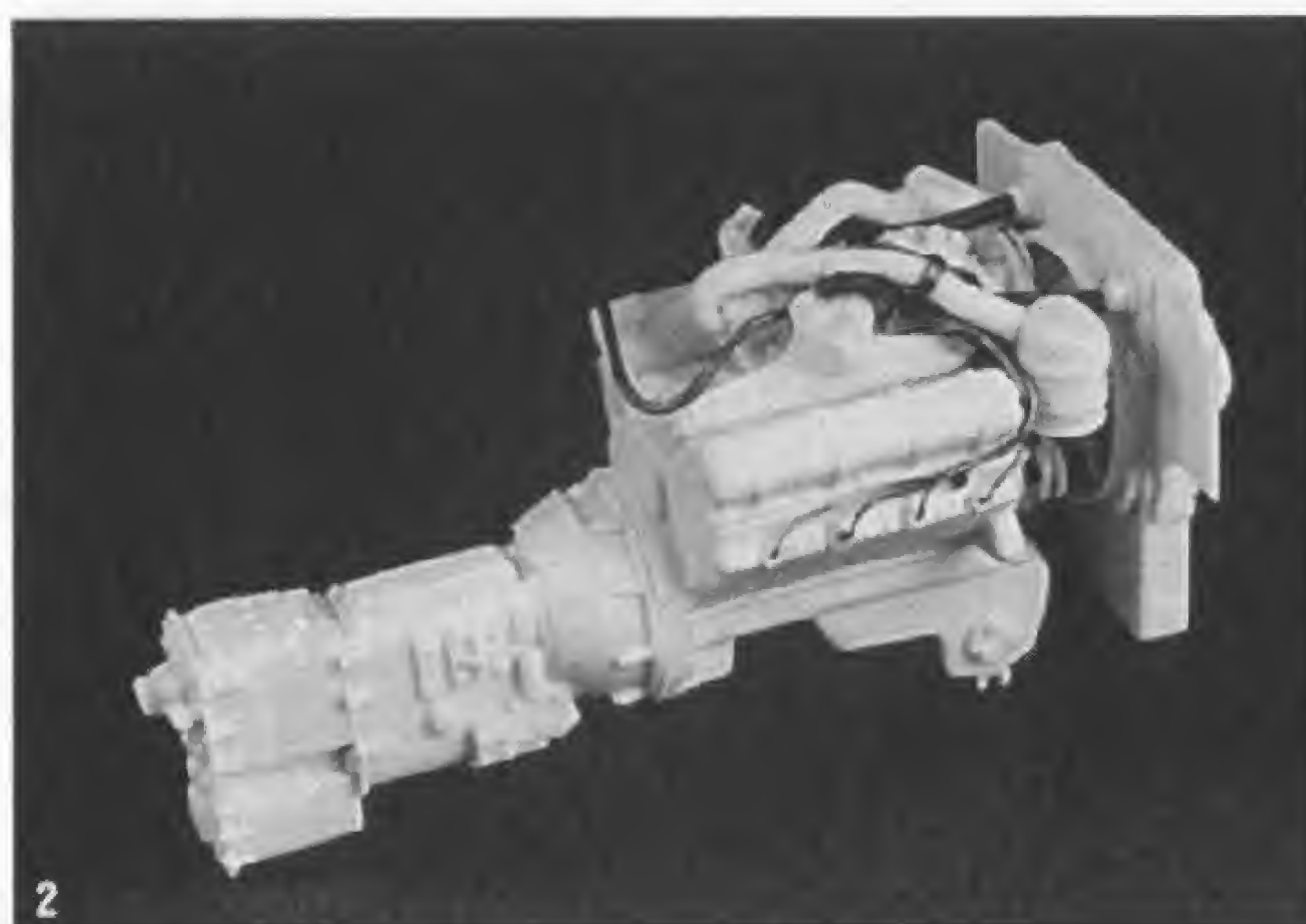
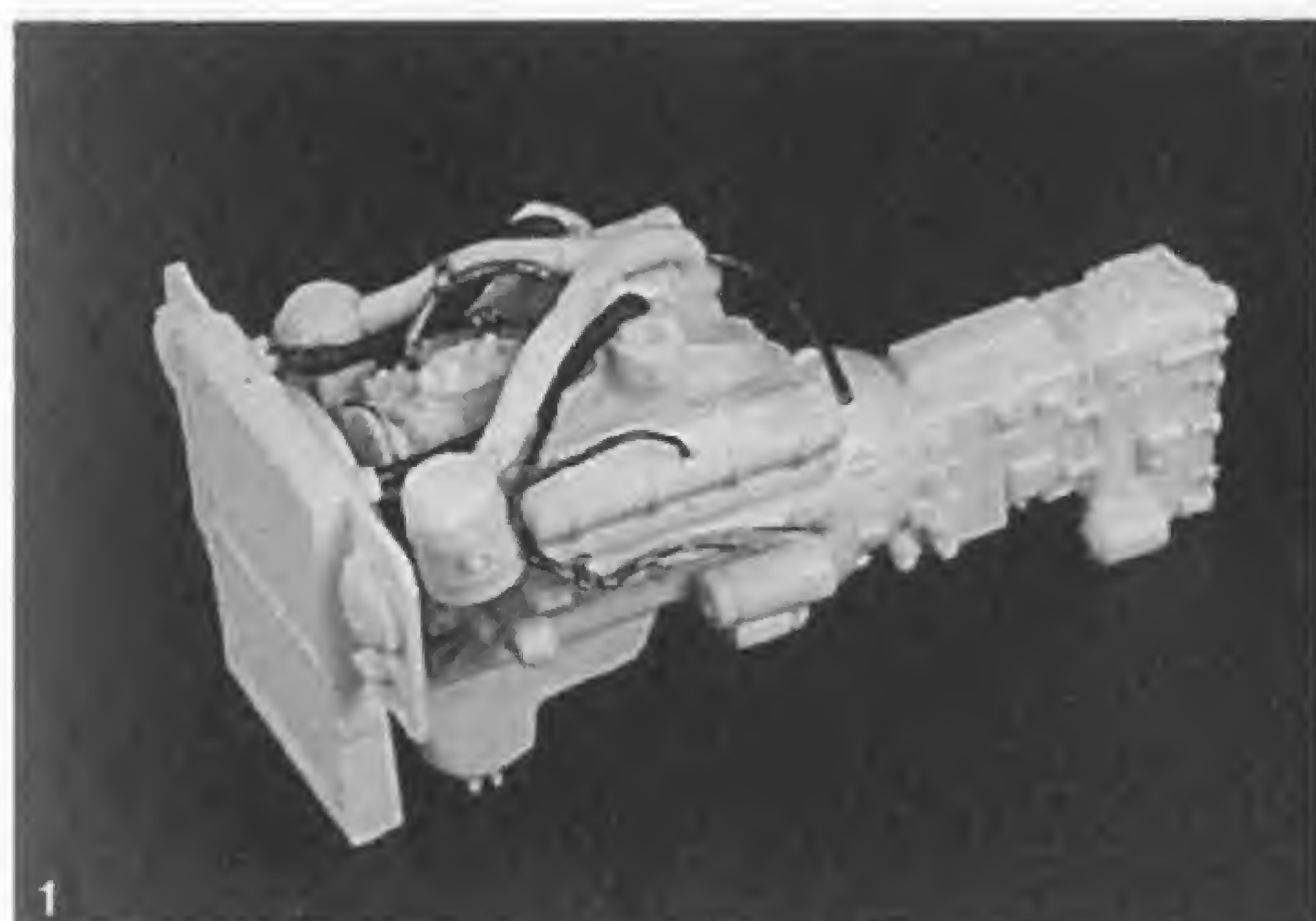
Chip, hack, slash

As with all TWS kits, there is a ton of over pours. When I built their original resin Dragon Wagon (back in the late twenties) it seemed like there was more resin in the over pours than there was in the kit! Although this is a bit of a chore, it does ensure that all the parts are filled and pretty much bubble free.

I went at this job first, just to get it over with. Armed with a sharp razor, knife, file and sand paper I had it down to parts in no time. Another reason I did this first is to be able to deal with any damaged or missing parts before construction. Once I begin building, I like to go, go, go baby!

I immediately made a major gaff on the rear trans axle. I installed one of the top gears 90 degrees off. I damaged the part while taking it off and had to scratch build a new base plate and bolts. I’ll get over it.

The instructions are very well rendered, containing a ton of neat drawings of the construction process. They were frequently confusing though,



and I would have wished for more and clearer explanations of the drawings.

The first thing I noticed was that the engine and tranny are beautiful. Really well detailed and faithful to the original. I couldn't resist adding a bit of solder to the engine to represent the various wires and tubes running back and forth (this later turned out to be way more than 'a bit'). I was greatly assisted in this by the tech manual (see Recce).

The construction sequence starts with the frame (although I had already messed with the engine). The driver's cabin is located first and then the radiator. Check this part carefully, as mine was a bit warped and racked, which caused me no end of trouble later on.

Construction of the remaining body work meant endless dry fitting and careful tacking of parts. This included two side panels, two inner side panels, the fenders, the hood and the top of the firewall. All these need to be properly aligned and squared to create the front coach work. A few of these parts were warped. Even a slight warp was enough to throw off the other parts. I use a halogen lamp over my work bench and I found that by clipping a part in a pair of tweezers, I can heat it enough to bend it back into shape. Eventually, I was able to coax everything into shape and complete the front end.

During this process, I carefully sanded down the outside side panels until their molded on screen was thin enough to pop out. I then replaced it with fine brass screen.

One interesting note on these side panels. The right hand side panel has a small square access

door and on some vehicles, one of the engine intake cans extends out through this area. A sort of tropical modification kit, I'm guessing. This mod would be pretty simple if you opted to do it.

The front bumper area was a touch confusing. The bumper supplied is too thick to mesh evenly with the frame. I finally figured out that two wedge shaped parts are meant to reduce the bumper onto the frame. A screen covered step part is included to mount between the front frame members. This appears to be a Desert Storm era mod, so I left it off.

An incredibly thin and fragile grill frame is provided and this is used to finish off the front end. Before adding this I drilled out the headlights to receive MV lenses (#L204).

I normally keep a few truck kits around to form the basis of my spare parts box. They always contain a variety of small parts, such as those on the transmission and drive train. The wheels and hubs are useful, too. I typically look for them at swap meets or sales. And so, I happen to have most of an AFV Club M49 tanker truck. I originally just wanted the decals for the dashboard, but I soon found more than a few useful parts. I ended up filching the firewall top (and therefore the dashboard), the windshield and the seats, among other parts.

I also had the Eduard set for the M49 and I wanted to use their excellent dashboard and clear gauges. The TWS part is one unit with the dash already attached, so this was a real bonus. I used the plastic windshield because it meshed with the firewall better. The seats were a bit of a necessity, I'm afraid. On both the 5 and the 10 ton trucks the right hand seat was a bench type mounted on legs.

1, 2. This is the engine prior to installation. I have already wired it according to the tech manual. A lot more was added later. 3, 4. The main trans axle assembly. The newly made base plate is evident. 5. It's starting to look like a truck! Here, I'm checking the fit of the wheels against the coach work. 6. The front axle and all the various shafts and linkages are installed. I added two foot rails from brass rod underneath each side step. 7. A close-up of the installed trans axle. It's pretty beefy. 8. I made two new tail pipes from brass tube. I cut a notch in each tube and bent them square. 9. The ends look much more realistic than anything I could have drilled out. Each pipe was attached to its corresponding mudguard with a strip of lead foil.

This is to clear the transmission tunnel. The TWS seat is molded solid underneath and I'm still stumped as to how it is supposed to fit. The cab interior is based on the AFV Club cab, so the locating holes are still there.

I made some windshield glass from thin clear plastic (from a bubble package) and also added a few more of the Eduard parts to the inside of the windshield.

I waited until the fenders were installed to locate the front axle. There are no locating points on the frame, but the location is illustrated in the instructions.

The rear trans axle assembly is located by its proximity to the fifth wheel and when both these are installed, the rest of the drive train components can be added. The rear assembly was left unglued, but when it's attached to the other links, it has to stay put. This was a little difficult, as I thought that it

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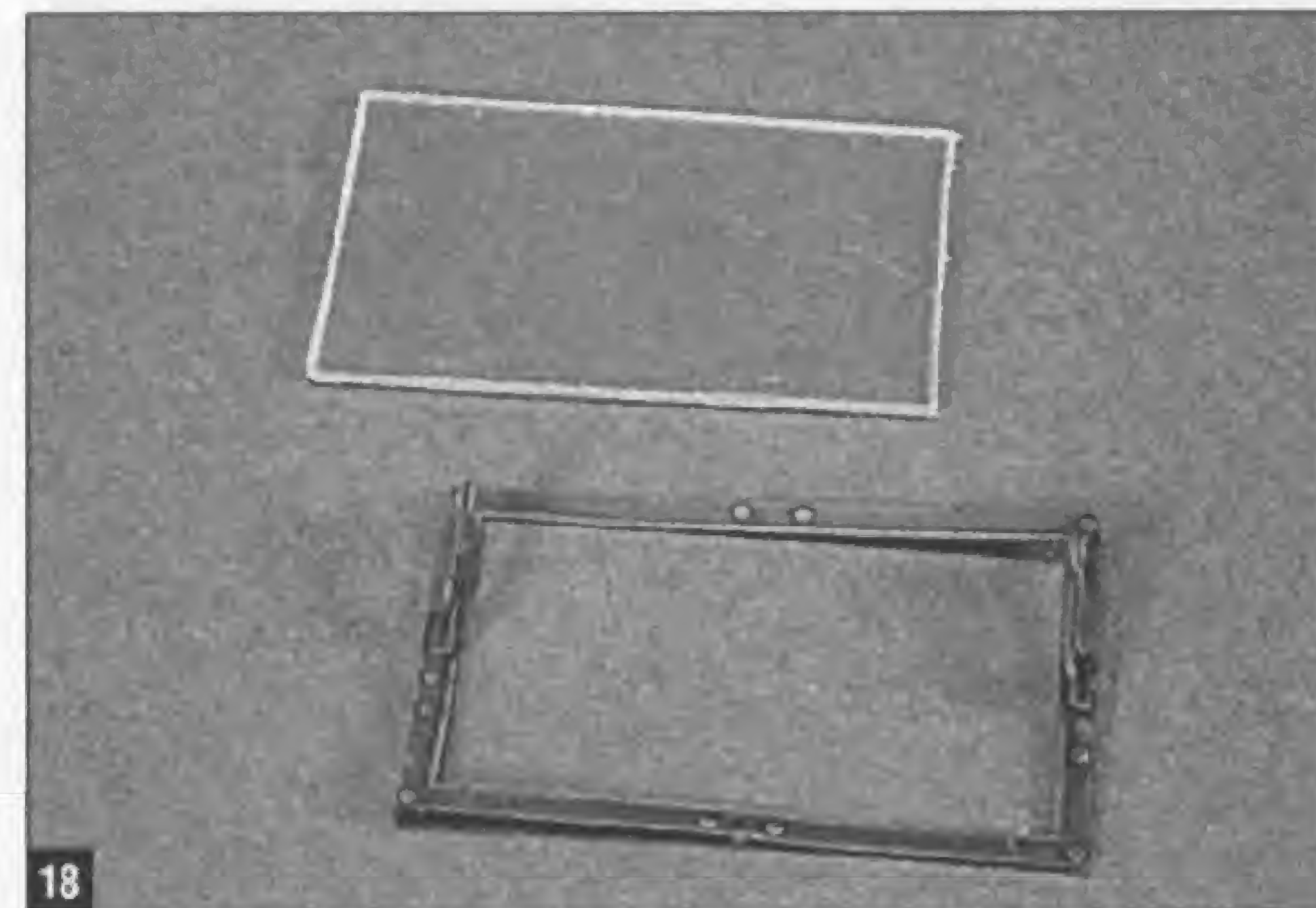
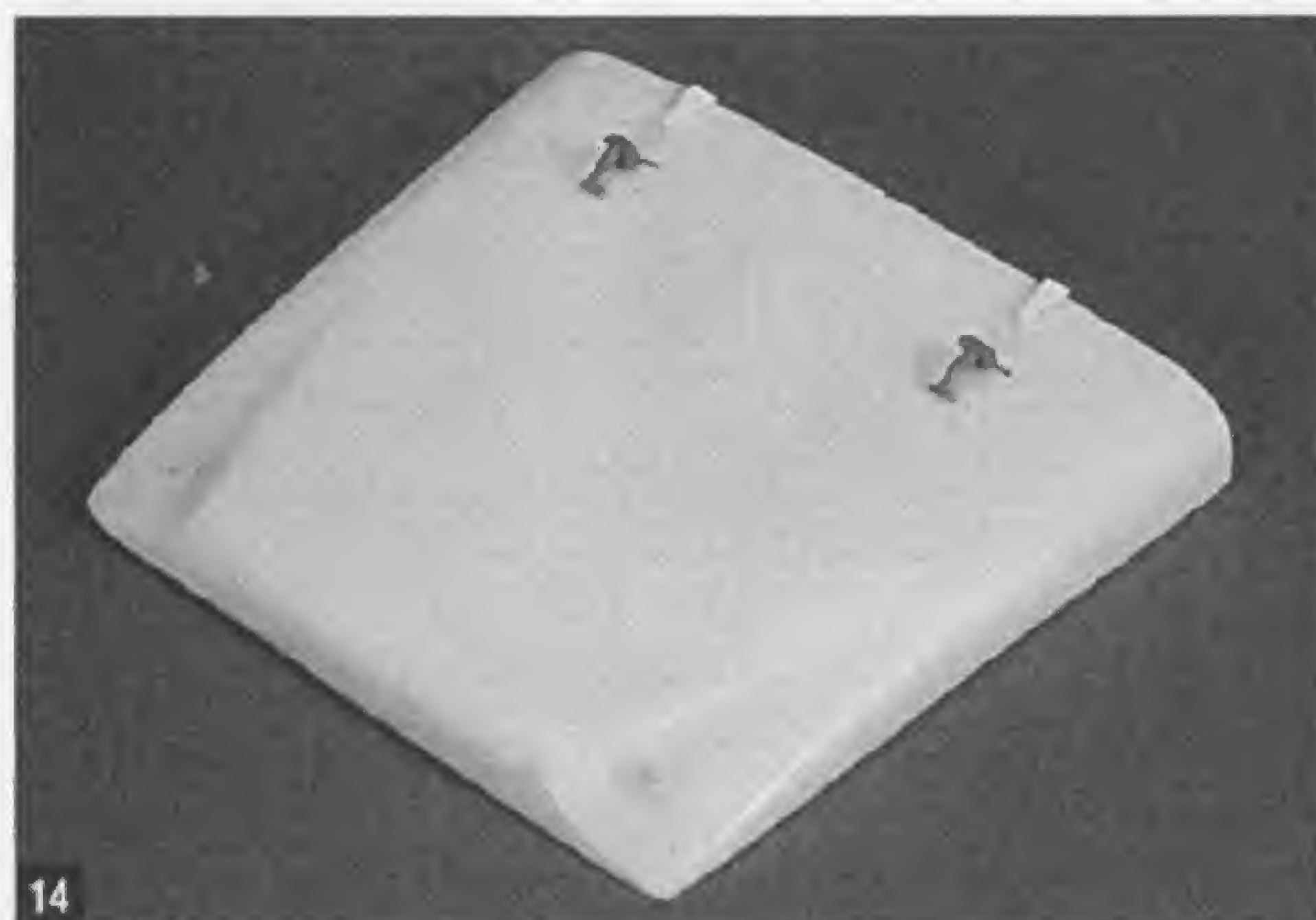
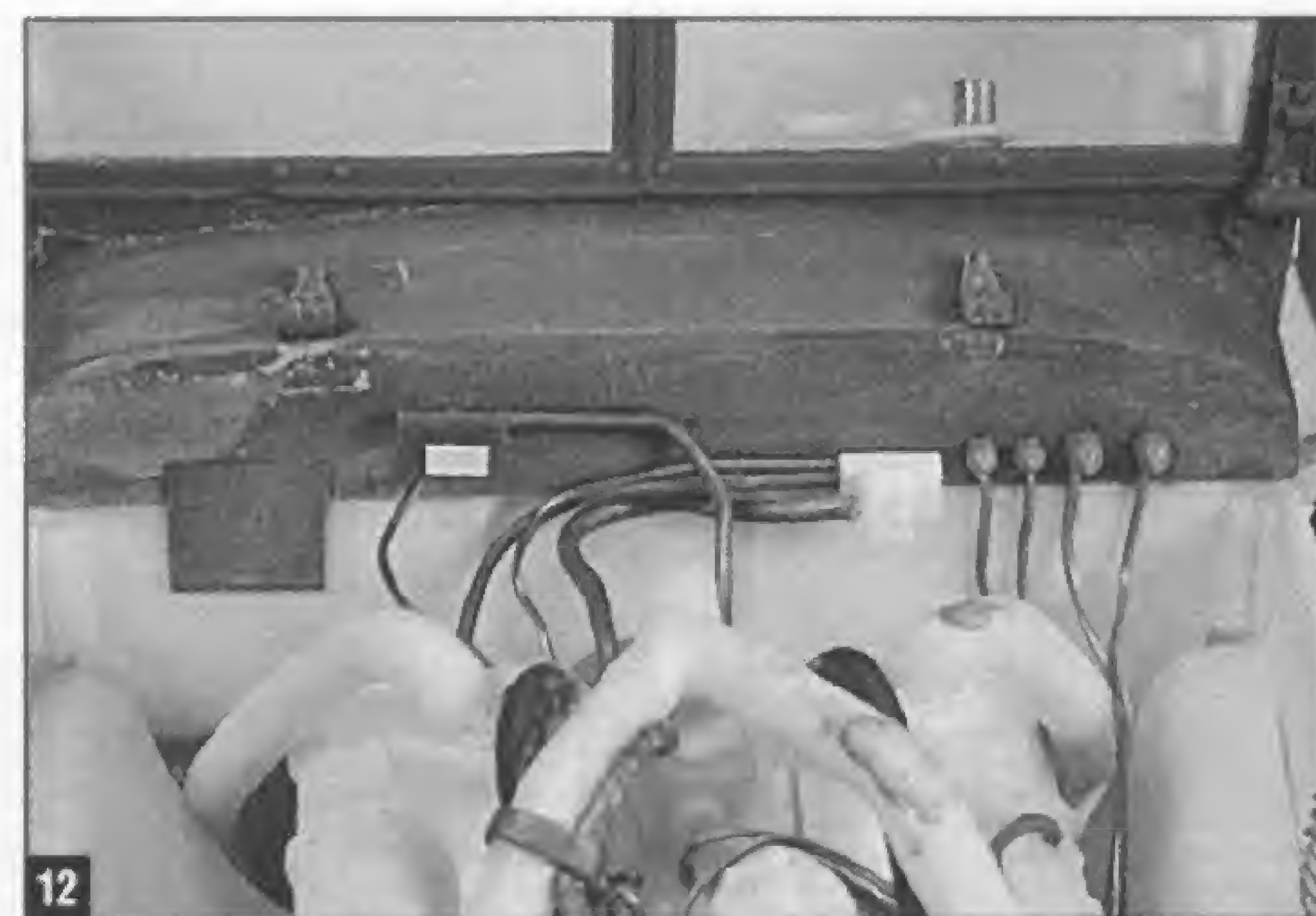
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would prevent the truck from sitting flat (it did not). Some careful aligning of all the components is necessary, as is the dry fitting of the wheels and tires.

The fifth wheel is a simple assembly and it was pinned to allow it to remain workable.

All of the final drives and shafts were fitted after the engine was installed. Fitting all the final drive links was a bit of a guess due to the vagueness of the instructions. A few of the gaps between components were bridged with brass tube.

The steering drag link was missing from my kit and I made a replacement with two types of brass tubing. Apparently, the missing drag link was an oversight on the part of TWS and if your kit is missing this part, just contact them and they'll send you one.

The final detailing of the engine and the cab was done at this point and as I mentioned there ended up being about a mile of various sized solder in and around the engine compartment.

Using the tech manual as a reference, a few

small shapes were added to the firewall. These included some ModelKasten conical head nuts to serve as fittings for some of the tubing.

The exhaust pipes provided take a real journey as they snake their way down around the engine. Although they were pretty well formed, a small amount of heating and bending was still necessary to get them to fit. New tail pipes were formed from brass tube and were attached to the metal mud guards with foil strip.

The hood wouldn't quite sit down over all this and it took me a while to figure out that one of the intake pipes was blocking it. I ground the offending area down with my Dremel tool. I marked the area by applying some Tamiya Clear Red paint to the pipe and then carefully placed the hood down onto it. Lifting it off revealed the proper place to grind.

I filched the small clasps for the hood from the AFV Club kit. I used both sets, the ones for the front of the grill and the ones for the windshield located

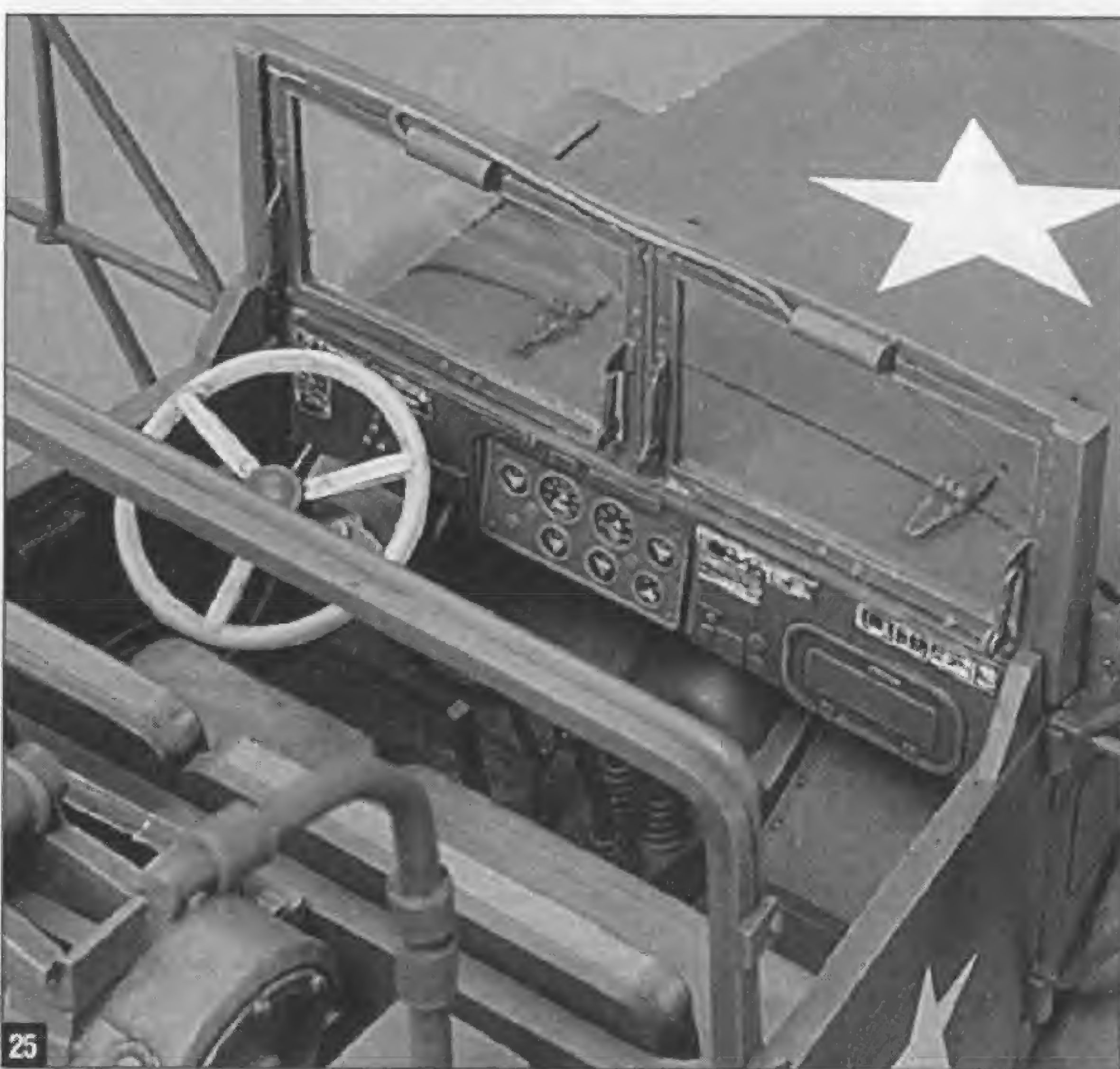
10. The steering drag link was missing from my kit, so I formed a new one from brass tubing. This was an oversight on the part of the manufacturer and, good guys that they are, they'll send you a replacement if you need it. 11. The engine installed and fully wired. 12. A close-up of the firewall. Various shapes have been added to attach all that solder to! 13. The very delicate grill installed on the front of the truck. The small hood clasps came from the AFV Club M49 kit. The clasp bases were made from styrene. 14. The kit's hood with the AFV Club clasps installed. A little grinding was necessary underneath to get it to lie flat. 15. The Eduard dash panels installed. 16. The complex steering column. I made it from various pieces of scrap etch, plastic, resin and solder. Note the two new levers on the transmission trunk. 17. The wiper motors and their wiring. 18. The windshield parts. The brass parts are very delicate and each is actually composed of five pieces. 19, 20. The finished winch. I couldn't resist adding a few wires and lines. 21. The Grandt Line eye-bolt added to the end of the spare tire crane. 22. The work light stalk, detailed with brass and solder.



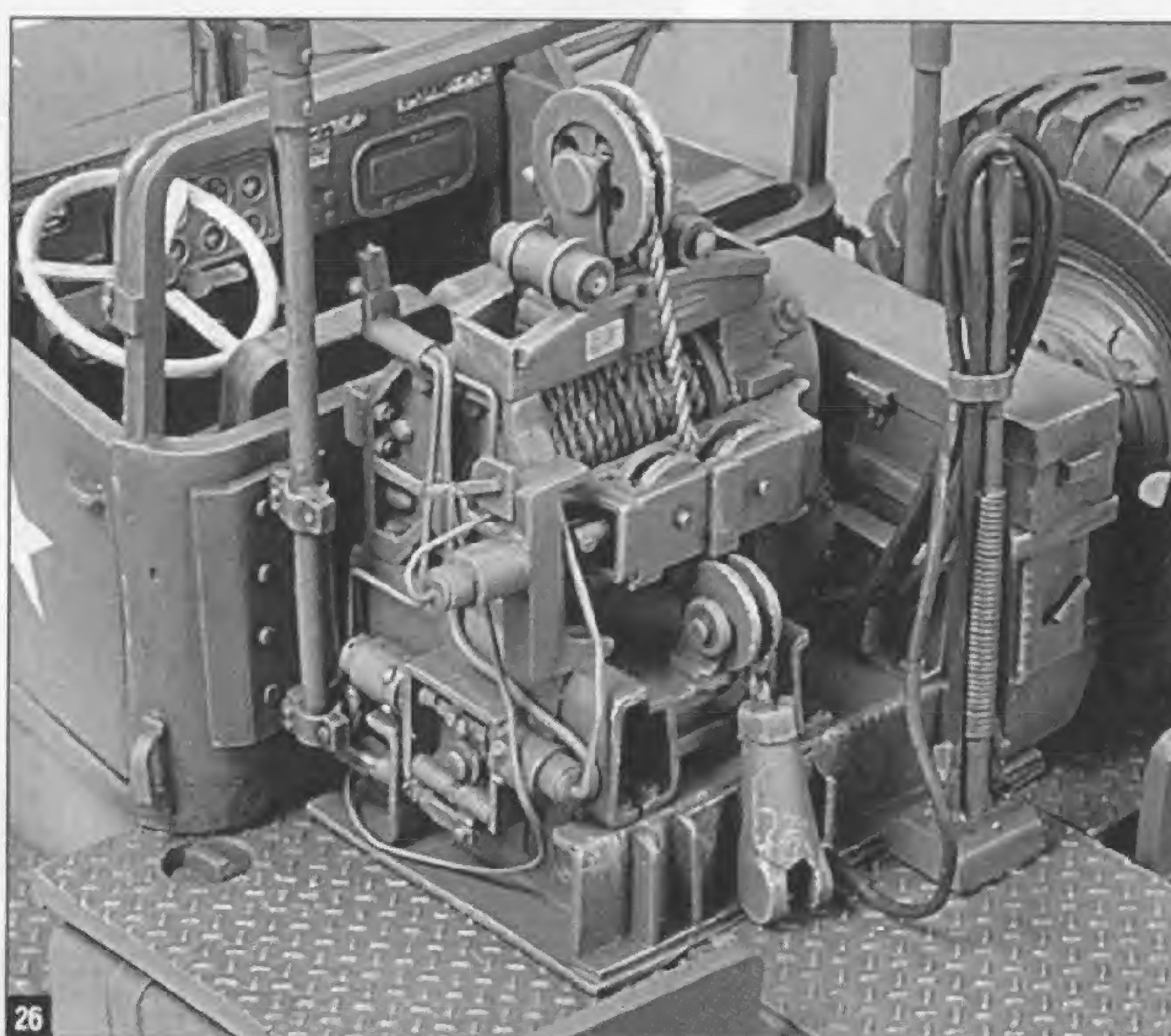
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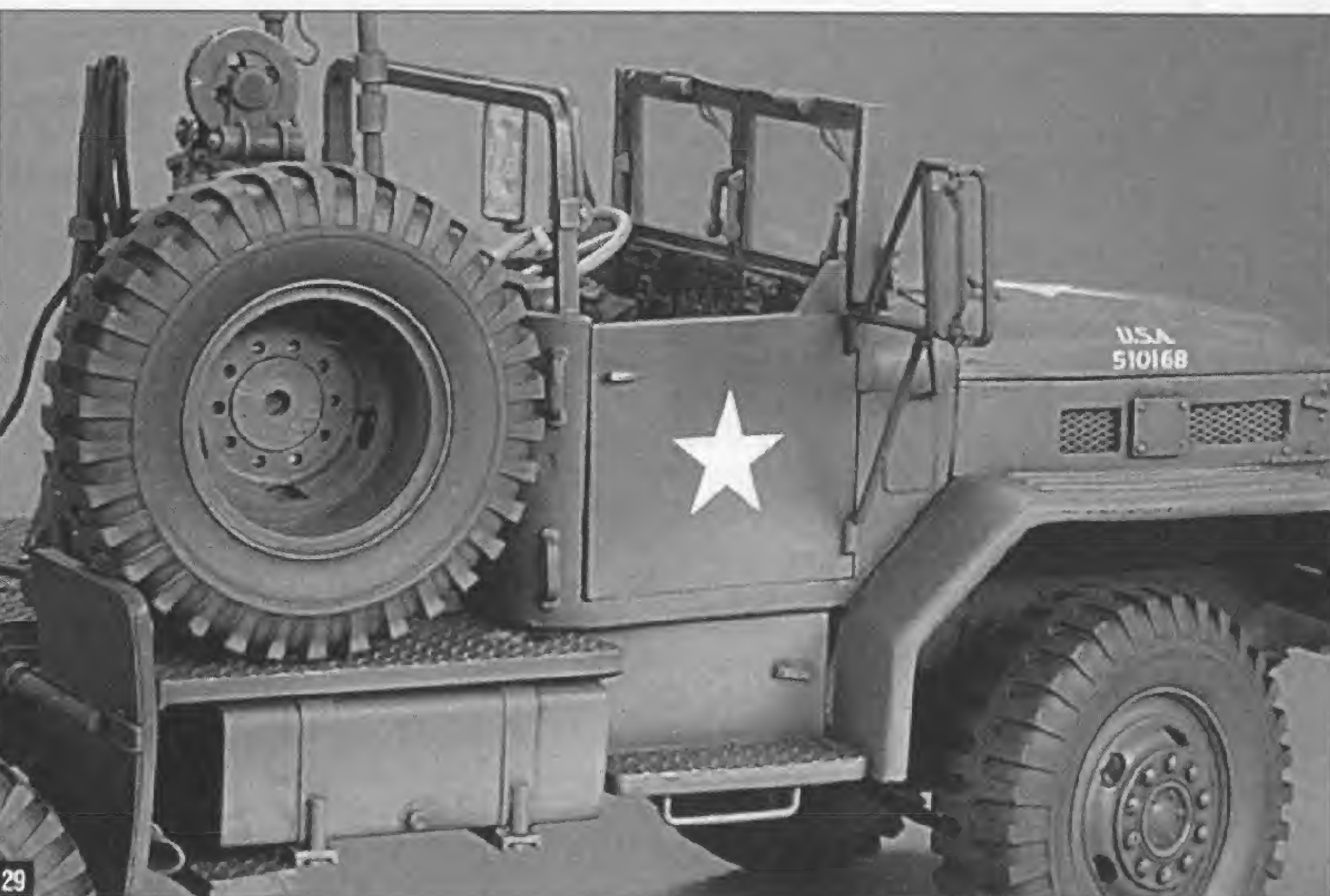
23. The completed front end. The bumper codes are Archer Fine Transfers and the code was inspired by a photo from Vietnam magazine. 24. The odyssey at an end. The completed engine compartment. 25. Those Eduard gauges really polish off the interior. All the placards on the dash are from the AFV Club M49 kit. The steering wheel was painted a sand color per the manual. 26. The M123 winch is a far different animal than the one used on the original Dragon Wagon. More operation placards were added to the top portion from the M49 kit. The rack next to it is for the stowage of the various air and electric lines. 27. The very detailed tail end. 28. The Eduard wiper blades are real pretty. Glass and frames were installed with white glue. 29. The right side of the truck showing off the spare tire. The rear view mirrors are also from the AFV Club M49. 30. The fifth wheel. Note the reflector on the fifth wheel skid. 31. An overall view of the M123. The finished model is impressive. Hey—how about a conversion kit for the M15 trailer to go along with?



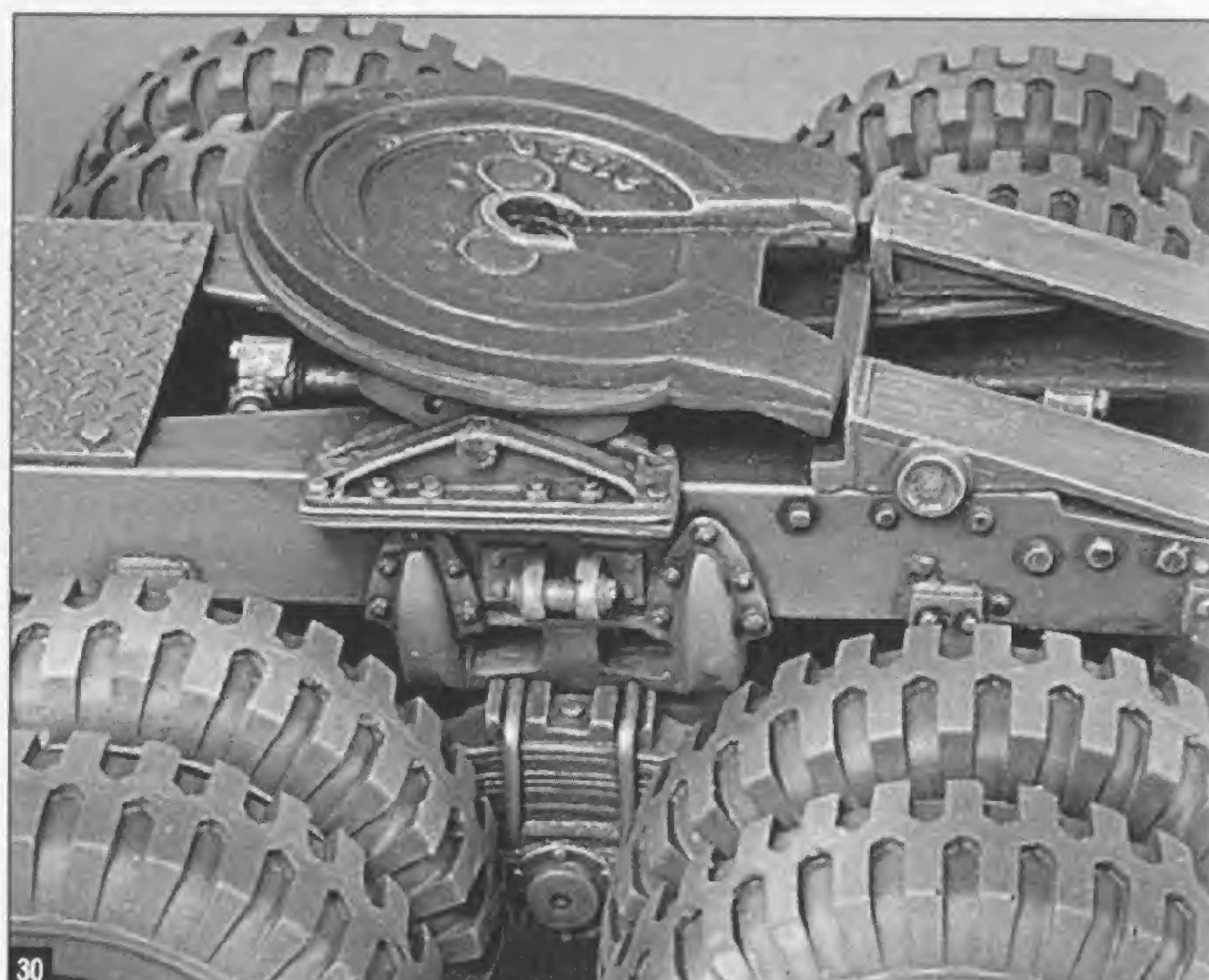
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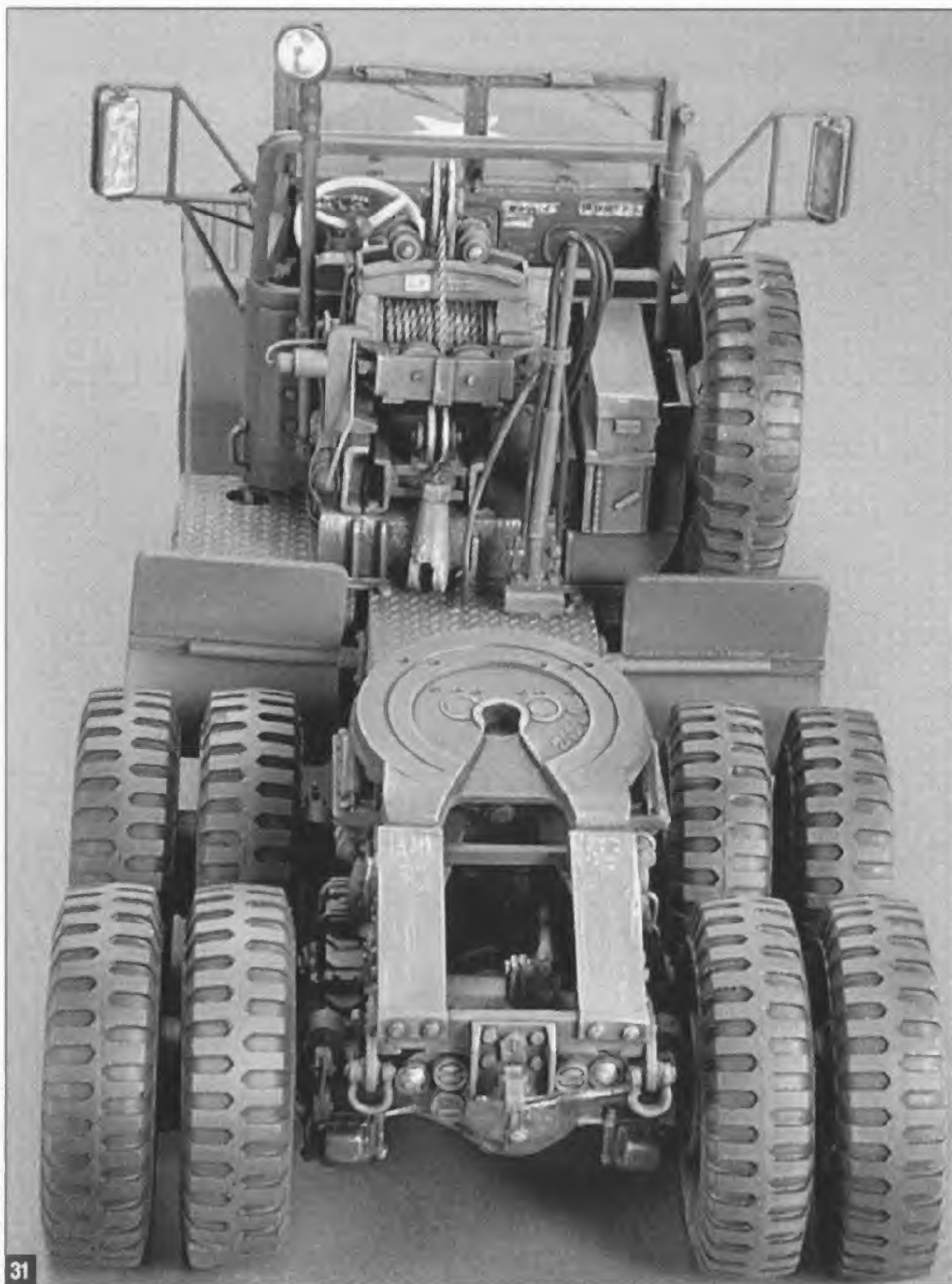
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resent the various hoses.

The light stalk was also modified with the addition of a MV lens, a scrap brass handle and a small section of wire.

Like its older cousin, the M123 also utilizes a small crane to heft up that big-ass spare tire. I added a small Grandt Line eye-bolt to the end.

TWS supplies a yoke assembly for the tow cable which appears to raise the leverage point. I'm guessing this is a modern modification to make the M123 more compatible with contemporary trailers. At any rate, I left this part off.

The fifth wheel was pinned to work and this just about completed the truck. The wheels were added last and in contrast to the rest of the kit, they required little or no clean-up. The wheels and tires were quite nice and the hubs are the correct pattern for the M123.

And paint I did

My only choice for coloration was basic six-

ties dark OD. I managed to find a single, large photo of an M123 in an older issue of Vietnam magazine. Its dark OD scheme has a decidedly bluish tinge to it. This is caused, my vet buddies tell me, from the practice of adding black to the base paint. Black is rarely actually black, most times being either very, very dark blue, or brown. And so my finish has an almost Marine Corps look to it.

I mixed this from Polly-Scale and this went over a black base which helped to regulate the shade overall. When I was satisfied with the basic shade, I added several different types of Archer Fine Transfer decals. Large stars were added to the hood and the doors. Bumper codes were added, based on the photo. I had to guess on the left side vehicle number. I opted for a headquarters vehicle, figuring they'd probably get all the big stuff.

The name "Jackal Express" came from a Japanese dry transfer sheet for the deuce and a half truck.

The interior placards are from the AFV Club M49 kit. They were cut out to match roughly the

raised areas on the Eduard Dash. They were all applied over a coat of gloss finish and set with Solva-set.

The raised portion of the dash that contained the gauges was painted and weathered separately and installed after the vehicle was done. The same method was used on the windshield frames.

I noticed in the tech manual that the steering wheel was some significantly lighter shade when compared with the rest of the vehicle. My guess is that it's some type of plastic. I opted for a sand color.

The M49 decal sheet has extensive placards for its fuel tank and these were cut down to make additional placards for the top of the winch.

The engine was detail painted at this stage with black, silver and rust colors.

An over spray of five parts Testor Acryl flat coat and two parts Acryl sand was sprayed lightly over the entire vehicle and then more heavily around the under carriage and chassis. This mixture becomes more opaque with each application, so it works well to dull down bright decals.

I was going for a more central highland scheme, rather than a southern 'nam one, so I left the rust colored pastels in the box.

The various lights were picked out using Tamiya clear red over a silver base and certain lights were painted silver, as were the rear view mirrors.


The model was given your basic oil wash and then drybrushed with light OD and tan. All the extra parts were then added, such as the MV lenses, the windshield glass and the dashboard, as well as the steering wheel, which was hand-painted. Don't forget—solvent based washes eat white glue for lunch, so make sure parts attached that way get added last.

Although I briefly considered adding it, I decided to leave off the soft top to show off my interior handy work.

And in the end

I was very pleased with the finished model. It meshes well with the Tamiya trailer, although I will need to convert it to the later version to display it in historical context. I guess it's possible to see a post war M15, but it would be oh-so-rare.

I felt the model was well designed overall, with just a few annoying gaffs. These were compounded by instructions that, although well-rendered, were light on text. Most of the difficulties were found at the beginning of the construction sequence, mostly around the frame and front coach work. Perhaps some of the subassemblies could be made in single pieces? I would have also like to have seen clearer location points for the engine, fenders and rear trans axle yoke.

I recommend it to all with a fair amount of resin experience and especially to those who have been bitten by the detail bug. 

—Pat Stansell

on the top of the hood.

The Eduard dash was added, which is a three-piece affair. The first piece is the basic dash, while the second is the glove box door. The third is the gauge panel and this is used in conjunction with the clear parts. I also used the Eduard foot pedals on top of the kit parts.

Several additional parts were added to the cab interior. There was one shift lever missing. This was made from a spare (from a Jeep, I think) with the knob enlarged with a blob of superglue. The square-headed brake release lever was a part taken from the AFV Club kit.

There is a weird assembly beneath the steering wheel with lines (hydraulic?) running from it under the dash. I made this from scrap brass, resin and plastic, and mounted it all on a new steering column made from brass tube.

The interior and exterior of the windshield was detailed using the Eduard parts, which were essentially the inner window frames, their hinges and the windshield wipers. Motors for the wipers were made from rod and solder was added for the wiring. Again, the tech manual was the reference.

The final exterior cab detail was the addition of the rear view mirrors. These were taken from the AFV Club kit with braces formed from brass rod.

The winch was cinch

The winch assembly is the single type and it was pretty easy to build. Everything went together well and I added a few of the tubes and hoses that are associated with its operation. This is also where the air hoses for the trailer attach. All the various hoses are stowed on a large column which is equipped with hooks to hang them all when not in use.

I modified the kit part somewhat by replacing the column with brass tube and adding solder to rep-

MMiR RECCE

The Tank Workshop M123C 10-ton tractor. Kit number 0094. Suggested retail \$98.00. Kit graciously provided by the manufacturer.

References

Department of the Army Technical Manual TM 9-2320-206-12. Operators and Organizational Maintenance Manual Truck Tractor: 10-ton, 6 x 6, M123. February 1960. This is the one you want. Contains great photos of all the engine and transmission components, as well as the cab, axles, etc.

Vietnam magazine, February 1996. This issue contains one large sized color photo of an M123 hauling a low-boy trailer, which in turn is hauling a large payload. Cool? You bet.

Also check around your local armory, as it's still possible to find an active service vehicle. Beware those modern mods, though.

Just me and the HMC

IT TURNS OUT YOU CAN TEACH AN OLD DOG NEW TRICKS



The little M8 Howitzer Motor Carriage was perhaps the most successful variant of the American Stuart tank. It mounted the 75mm M2 howitzer in an open topped turret. This is an interesting little weapon which combined features of the M1A1 pack howitzer and the T34 gun mount used on the Sherman. The gun was designed for indirect or direct fire support. In the indirect role, its crews appreciated its speed and accuracy. In this role, its thin armor wasn't quite the liability that it was when the vehicle was used as a tank.

One of the more unique uses of this weapon was on the back of the LVT-5. The complete turret as used on the M8 HMC was installed without the large .50 cal MG ring and was used with great success in supplying fire support to beach landings. An excellent account of its use on the LVT can be found in

Ralph Zumbro's *Tank Aces*. This details the clearing of the smaller Philippine islands completely using amphibious tanks.

I have been staring at the old Tamiya kit of the M8 HMC for some time. It's teeny size and open top appealed to me, but I never quite got around to pulling it off the shelf. Inspiration began to appear last year in the form of a fairly comprehensive Eduard photo-etch sheet. Then came a resin interior from Yanks and most recently, two real nifty sets of replacement tracks from AFV Club.

The Tamiya kit is real old, dating back to the mid-seventies (as do I). It was originally part of a series which included the M3, the M8 and the M5. It's old enough to be a motorized model, although my kit is one of the eighties re-releases that just glosses over that.

Dimensionally, it's so-so, with the length being

the most inaccurate. It's either 7 or 14 inches too long, depending on which specs you cite. These dimensions are further compounded by Tamiya's desire to standardize the three above listed kits.

One of the biggest gaffs on the kit are the vinyl tracks. The end connectors are actually in the center of the blocks rather than in between. How embarrassing...

We could really use a new kit of all three of the old subjects. Just as long as it doesn't come out before I finish this article!

Onward

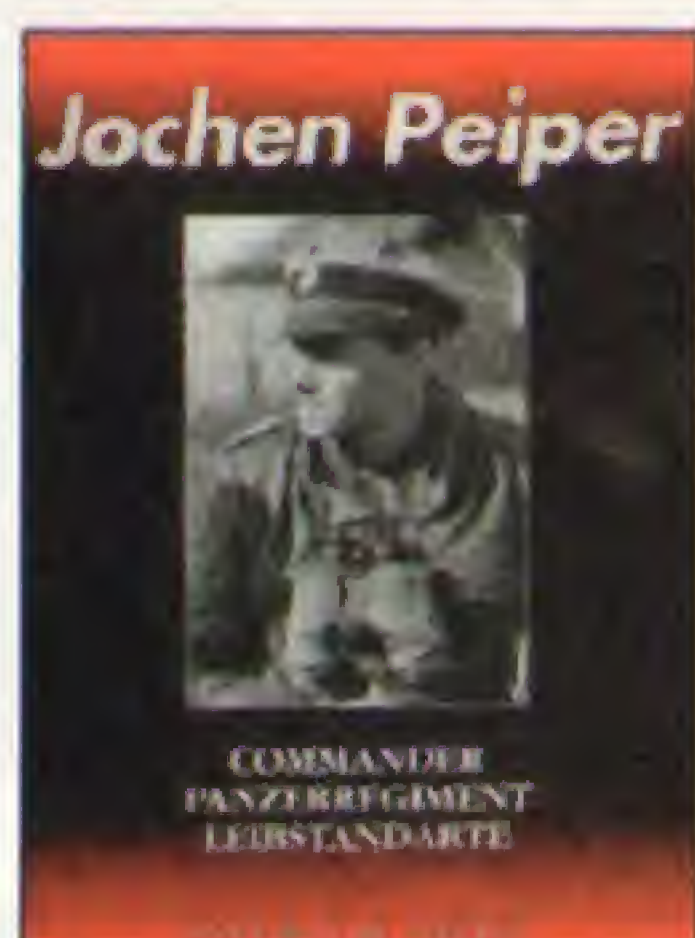
My basic objective was to simply improve the look of the old kit, rather than completely re-do all of the inaccuracies. I was interested in detailing, but not scratch building!

First things first, I began plugging and filling all

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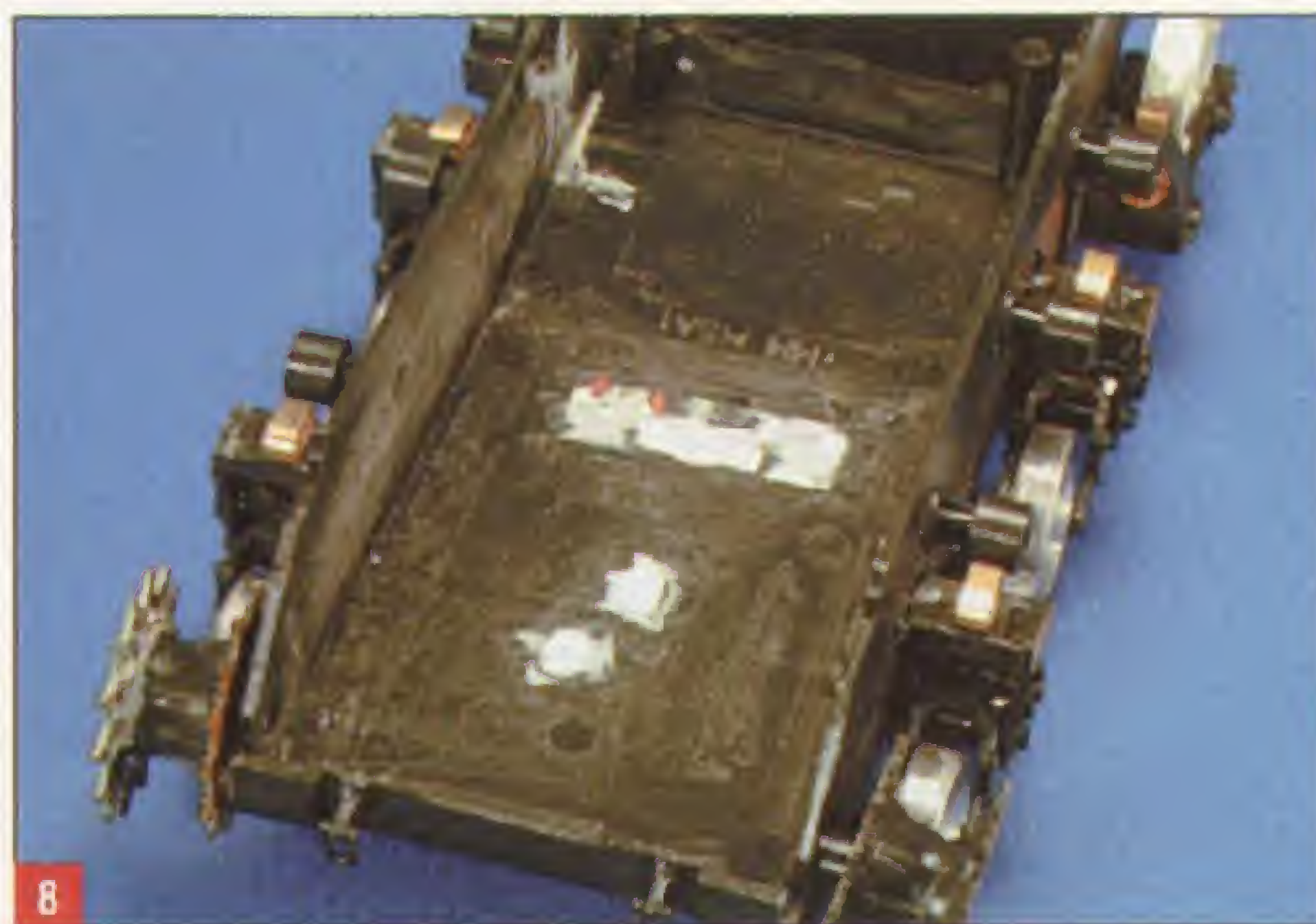
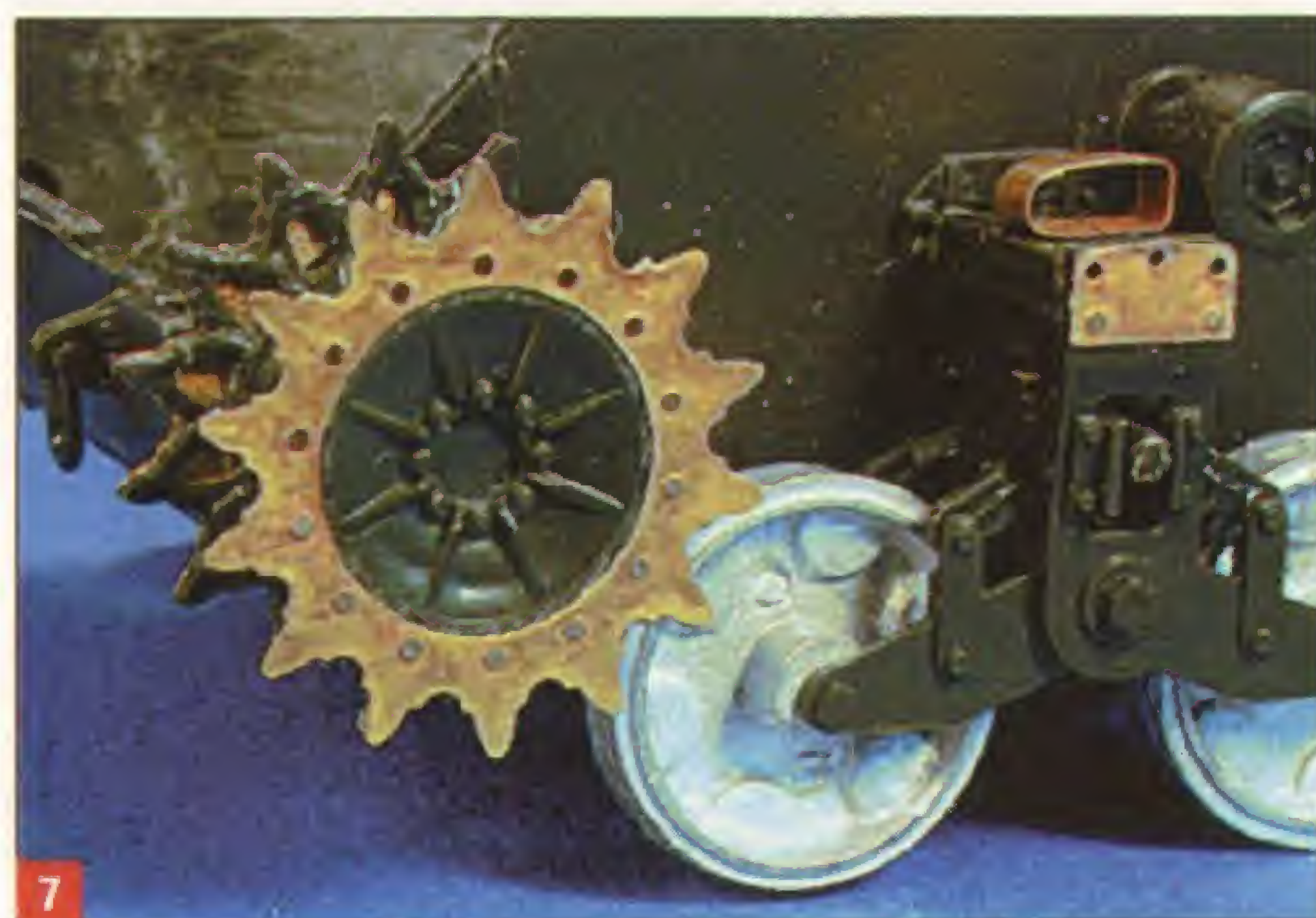
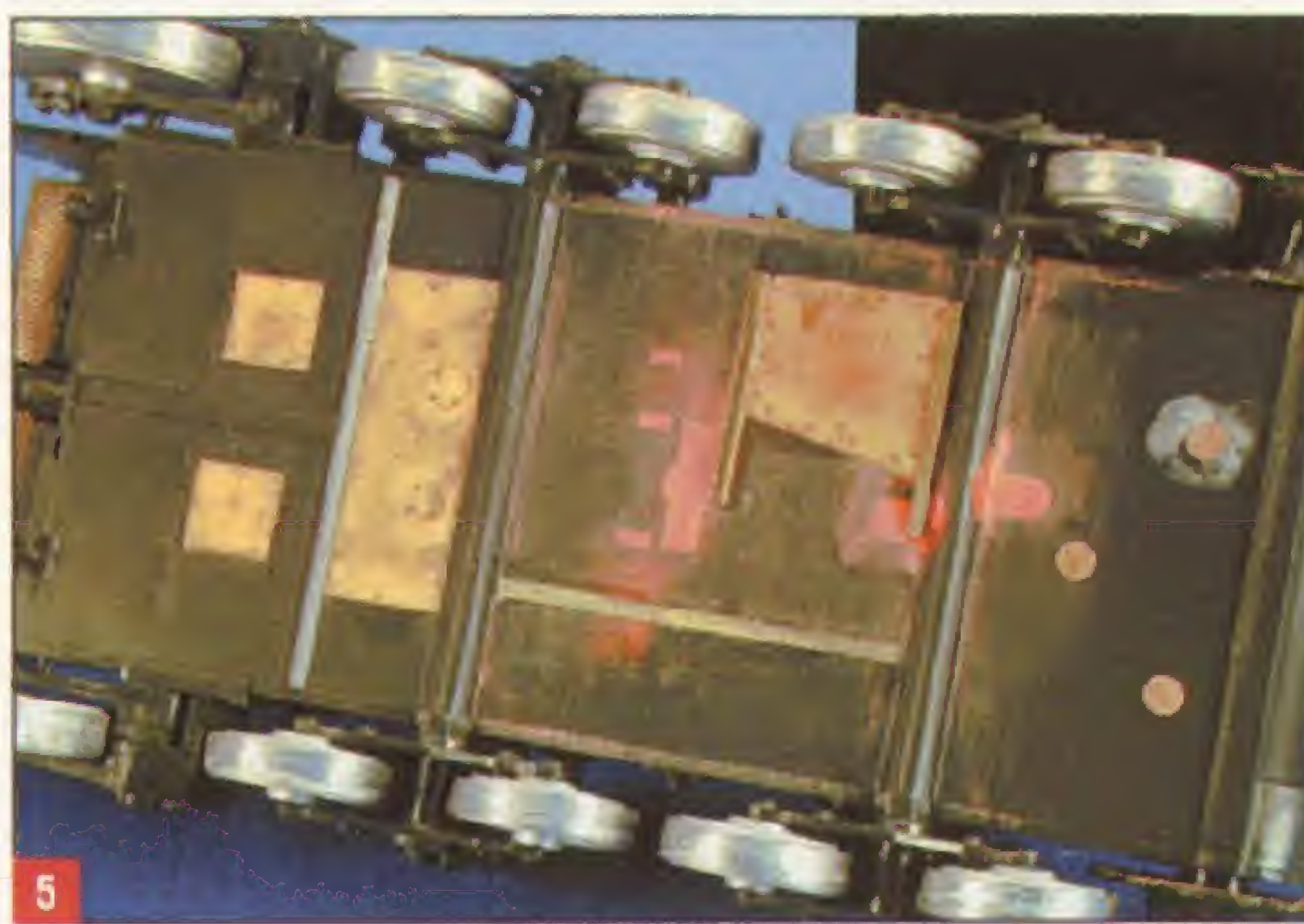
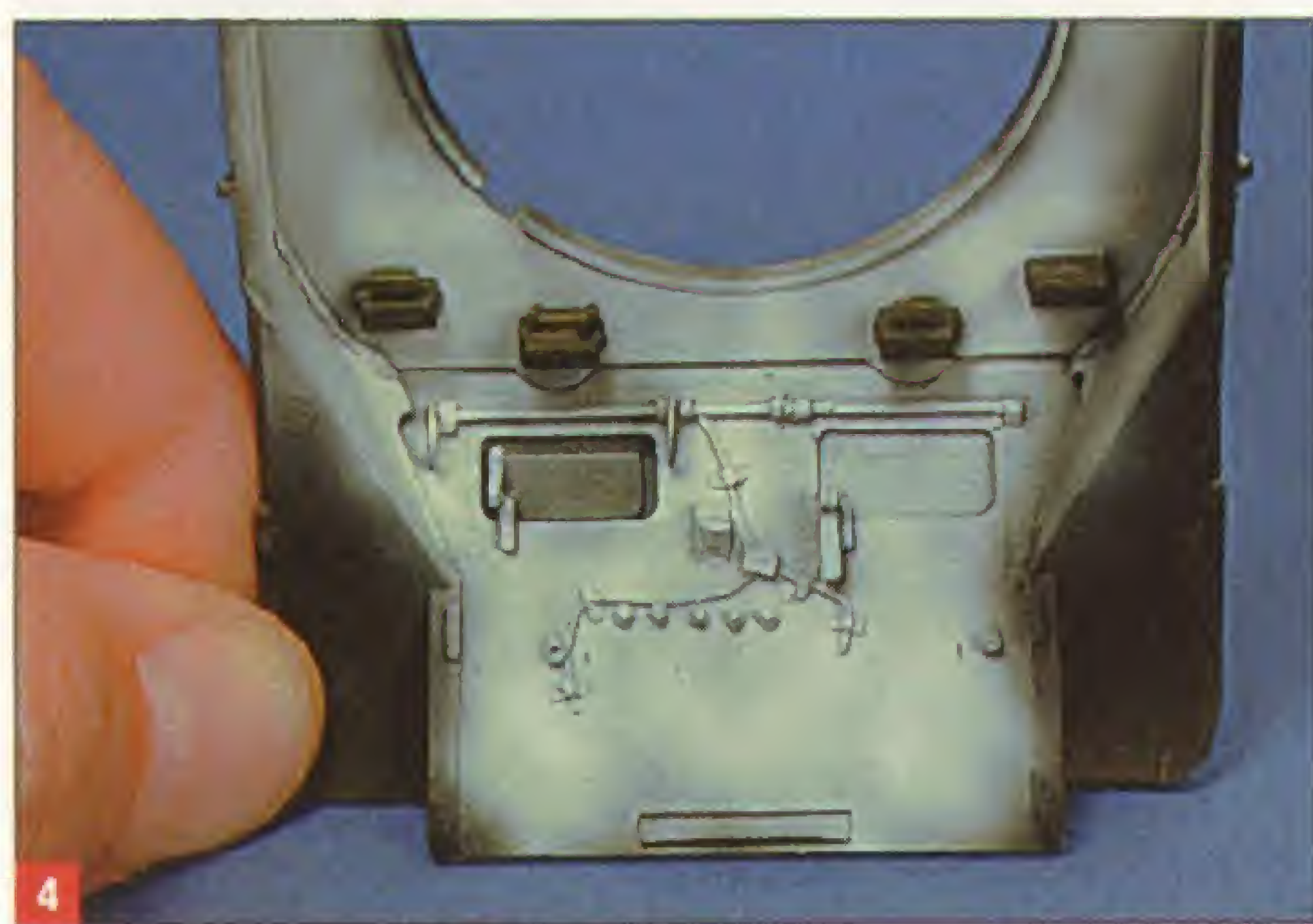
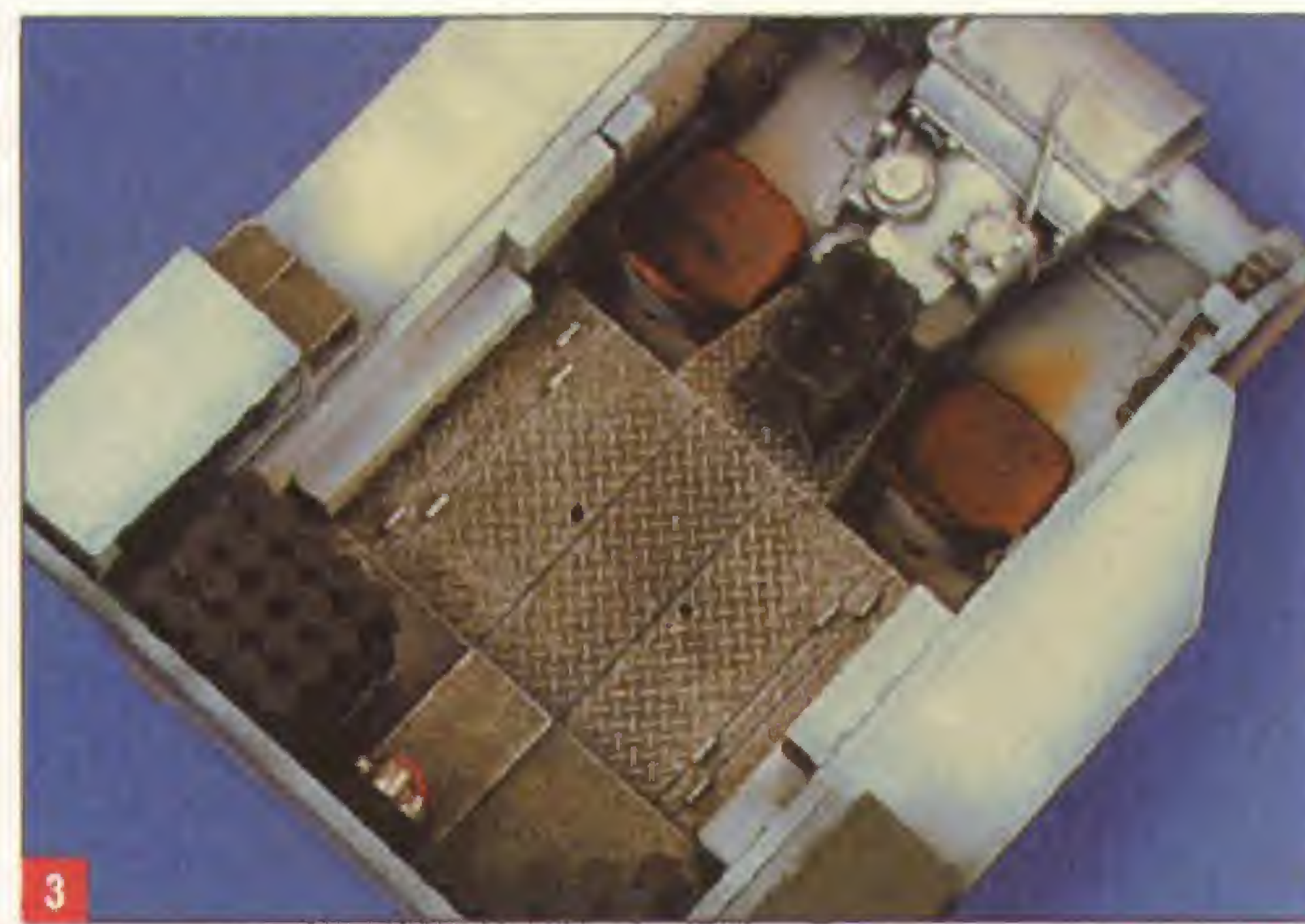
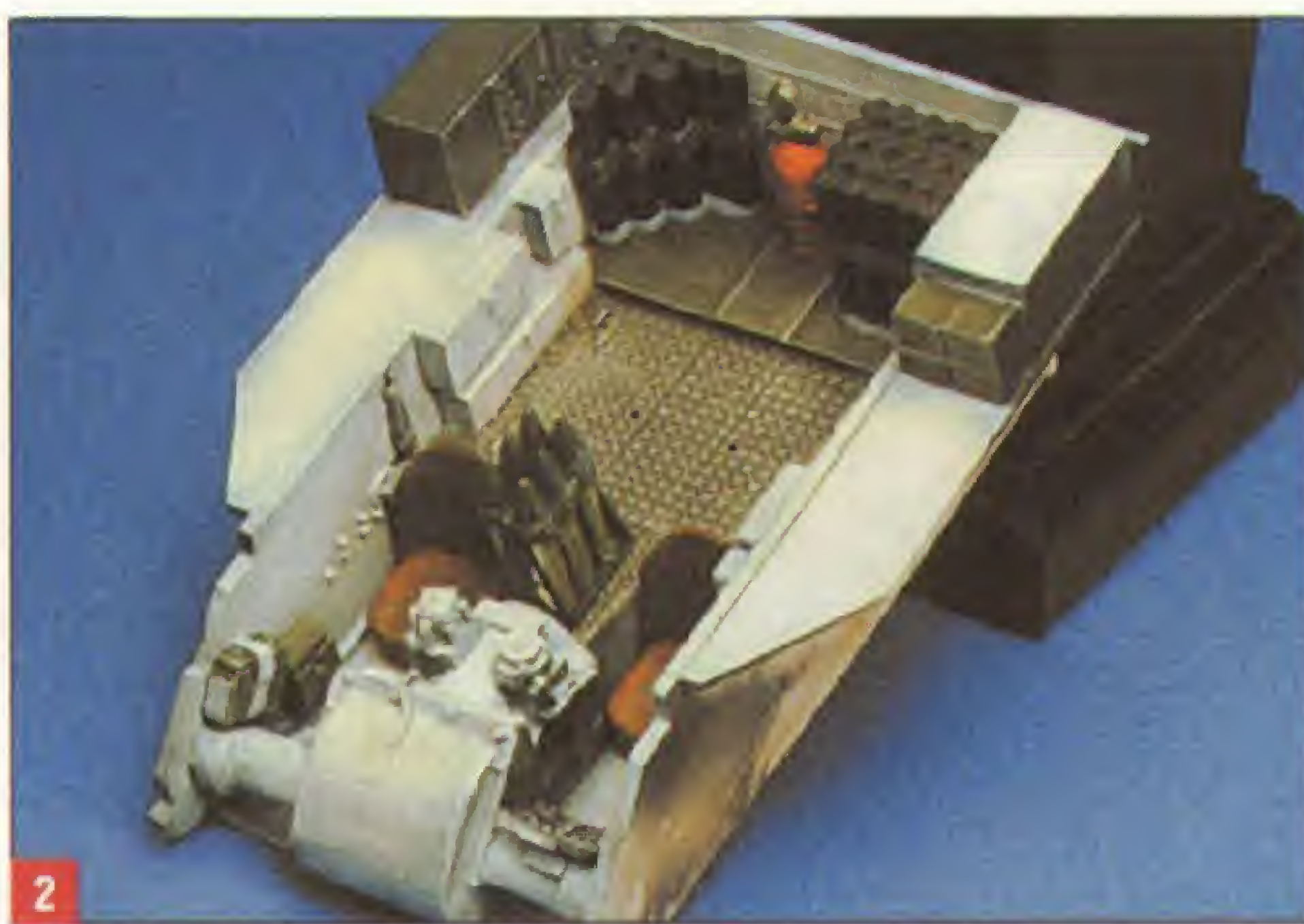
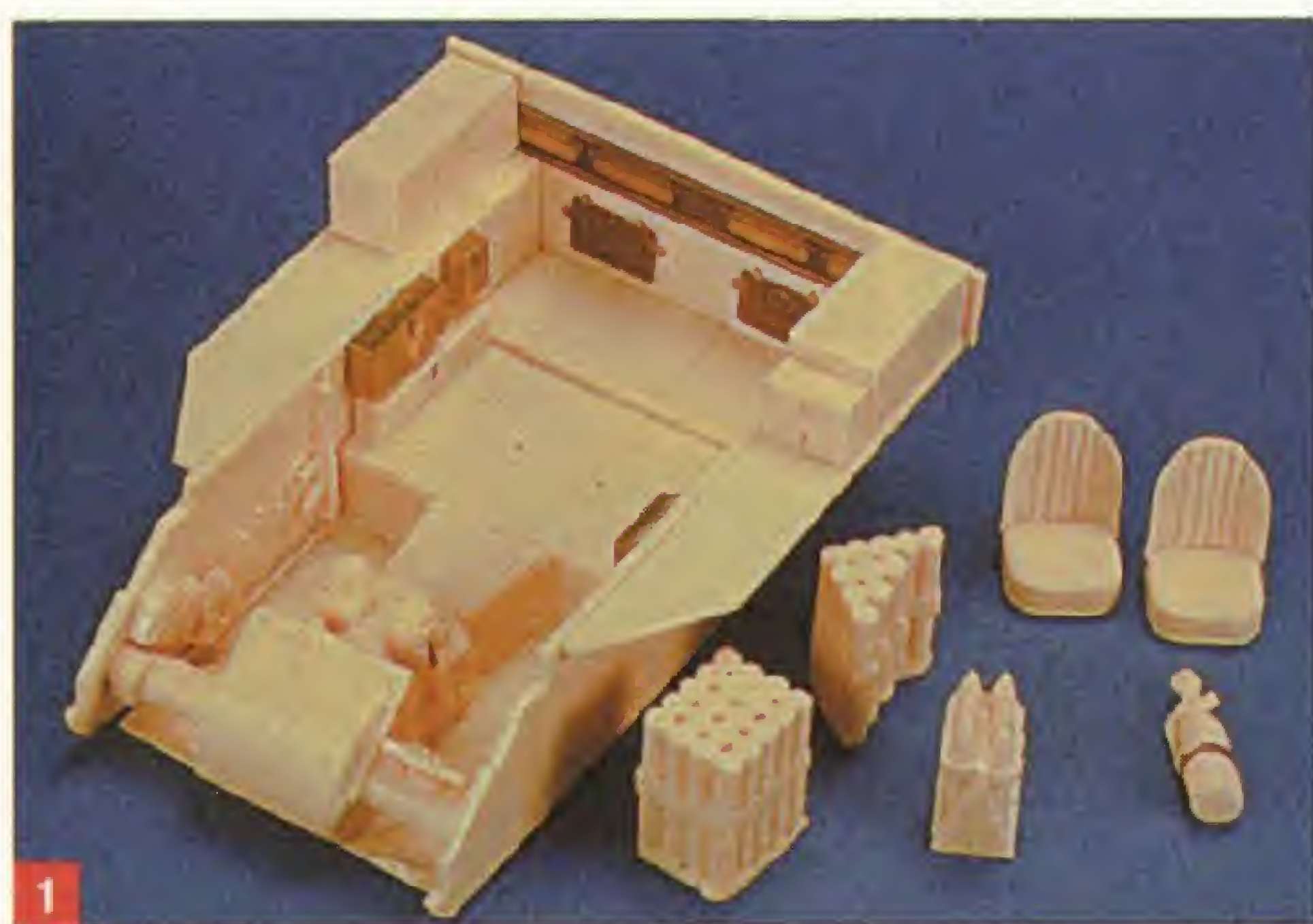
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those nasty motorization holes throughout the back of the lower hull. Eduard supplies several panels for the hull bottom, which is a nice touch. You'll know they're there...

I figured the best place to begin the actual construction would be the inside. The Yanks interior is an all resin affair and it consists of about 15 parts. All of the parts are for the area below the turret.

The instructions are a little vague and written explanations of the parts are pretty brief. I wasn't able to identify all the parts and I completed assembly with two parts left over.

That having been said (or written) the assembly sequence is pretty well described.

All of the interior bracing has to be removed for the resin parts to fit. The floor and side panels were test fitted and I temporarily tacked them in place. All the parts were left unglued so they could be removed for painting.

There were a few warped parts and I simply submerged them in a shallow pan of simmering water and let them cool on a flat counter top to straighten them out.

The front glacis plate was cut away to receive the Yanks replacement part. I spent a considerable amount of time trimming and fitting this part so that it would remain removable for painting. In retrospect, it might be better to just attach it.

I left off the driver's levers located on the interior surface of the plate (the tank can be driven from both sides). They wouldn't clear the other interior components and they are almost completely invisible anyway.

The rest of the innards are pretty simple. The

seats should sit flat on the floor. The instructions seem to indicate two seat posts, but I'm pretty sure this is incorrect. Additionally, there are three shell racks which I also left loose for painting.

The Eduard set starts coming in handy inside. There are a few boxes and other small bits that are missing from the Yanks kit. The two complement each other well.

The interior was painted black overall, then over sprayed with successive layers of white. Certain high wear areas were dry brushed with gun metal and black to show wear.

The various smaller parts were painted per the Yanks instructions.

Meanwhile, back at the ranch

The suspension was built more or less from the box, with the addition of a few Eduard parts and a set of replacement wheels from Accurate Armour. I left off parts B2 (the bogies top skids) and used the parts supplied on the etched fret. The wheels on my model represent the solid type, as opposed to the open spoke type supplied in the kit. The AA set is pretty simple, with cleanly cast white metal wheels. The set also includes the solid idlers typical of this arrangement.

I mistakenly attached etched parts to the tops of the bogies which mesh with the fender panels. Since I left the fenders off, this is, of course, wrong. Forgive me, if you can.

The Eduard set does provide parts for plugging the openings in the idler, which was another type used. Good thinking on their part.

One of the more useful components of the

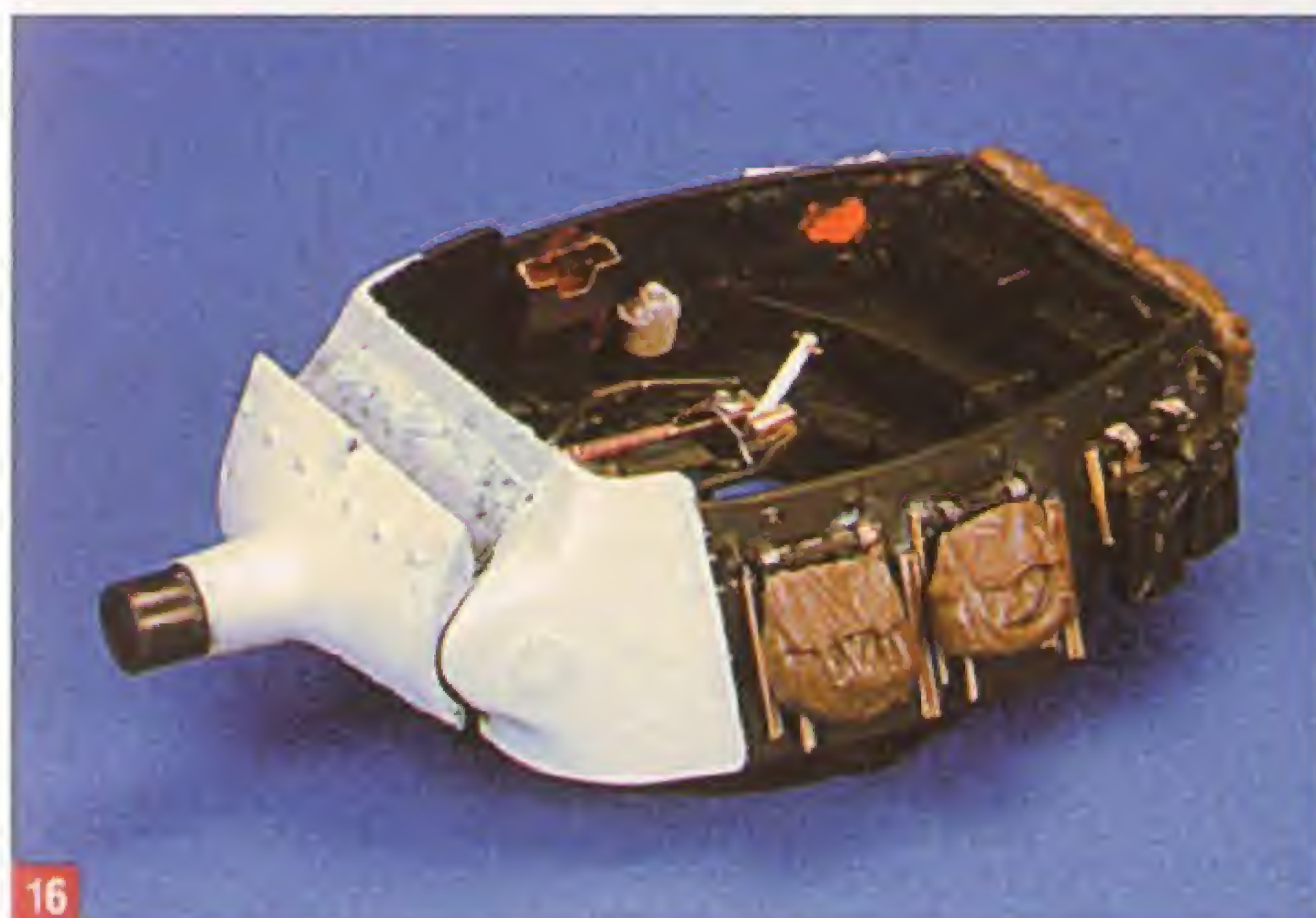
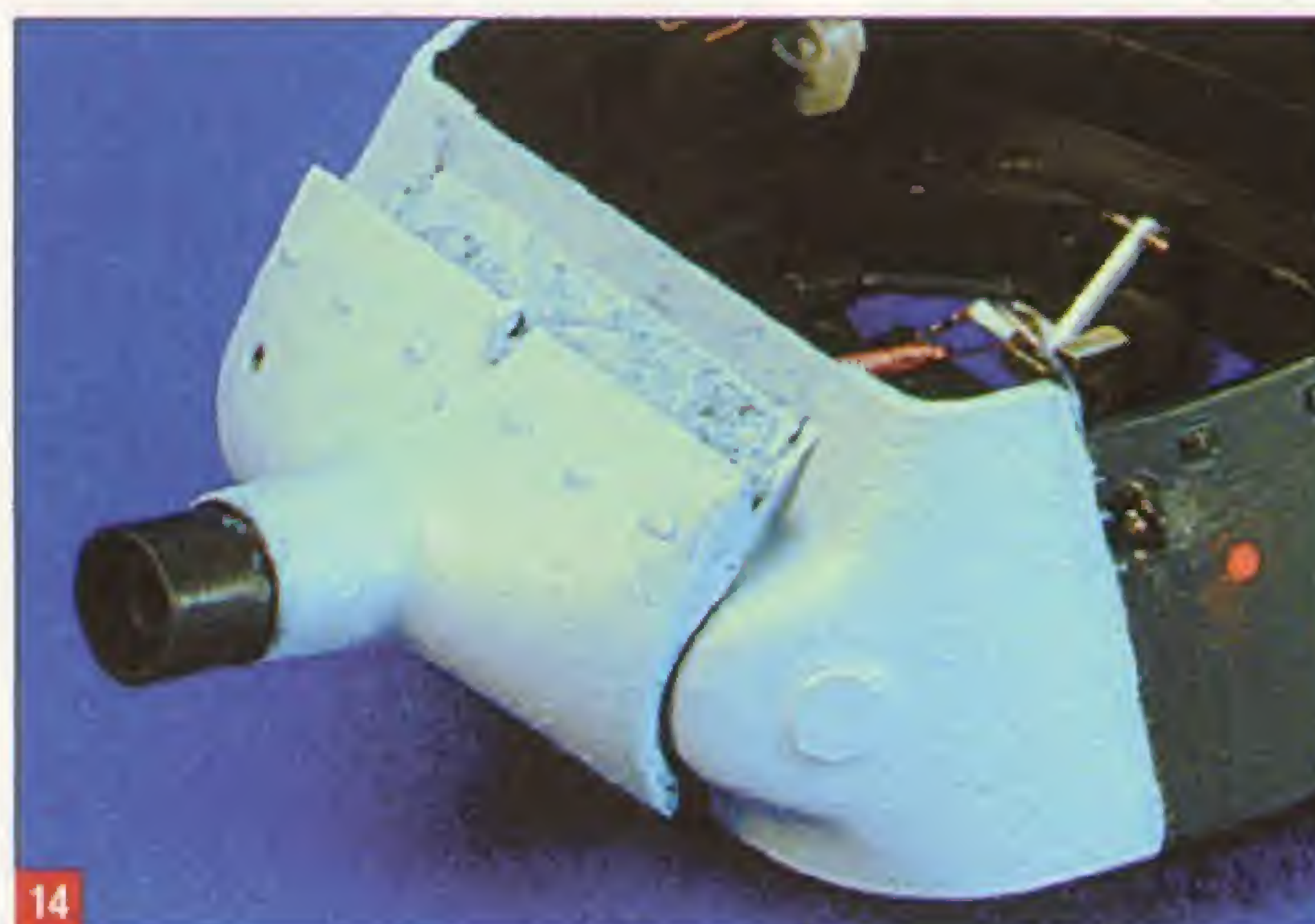
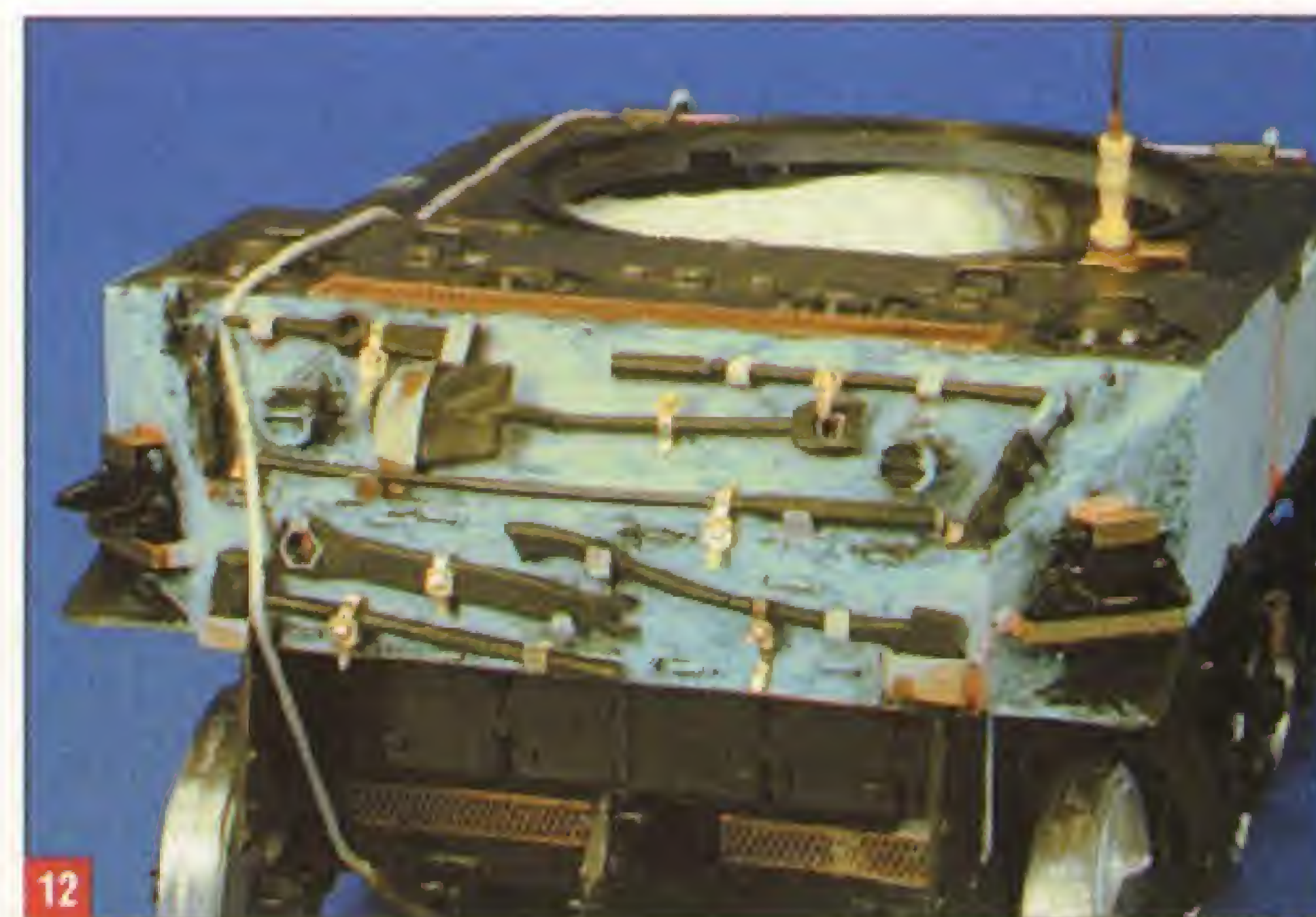
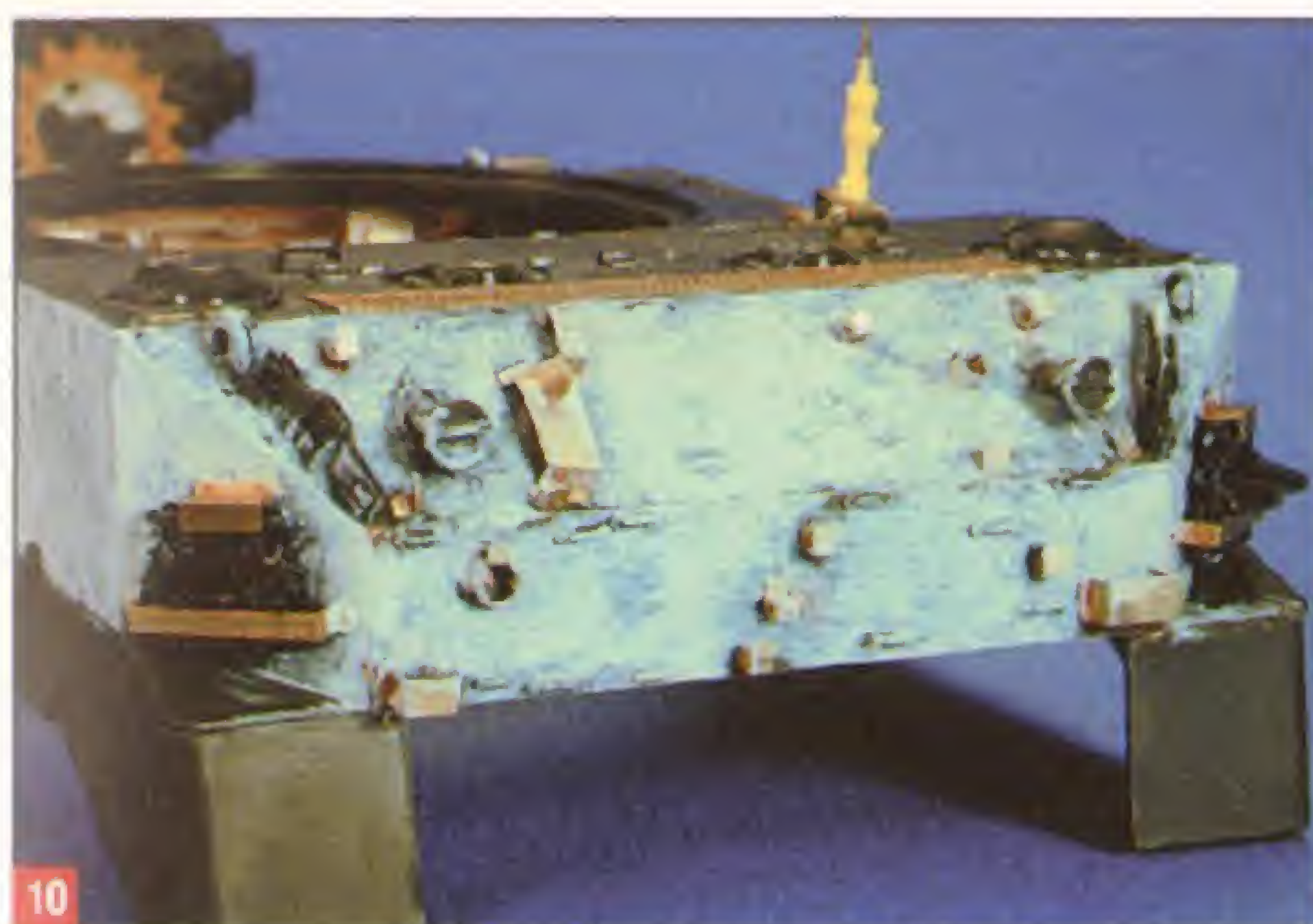
1. These are all the interior parts prior to painting. The Eduard etched parts are evident. 2, 3. The completed and painted interior module. I followed the Yanks instructions for painting. 4. The underside of the hull painted white using the method described in the text. I wasn't sure if the periscopes would be visible, so they were painted OD. 5. All the motorization holes were filled (and filled, and filled...). Eduard supplies plates and covers for the bottom of the hull. 6. These are the under hull screens. 7. The etched replacement sprocket, the AA wheels and the etched bogie parts. 8. All the interior bracing needs to be removed for the Yanks interior to fit. 9. This shot shows the Eduard parts on

Eduard set is a new face plate for each drive sprocket. The kit's sprockets are the wrong pattern.

They are a little tricky to install and the best way to go about it is to add the plastic part to the photo-etch one, while the etched part is still on its sprue. This way you can be sure of its alignment. The etched part is also quite thin and it could give you fits when you try to get it to lay down correctly.

The AFV Club tracks are the T36 steel cleat type and are awesomely rendered in black styrene (either AFV Club type is suitable for this kit). They are said to be workable, but semi-workable is probably more appropriate. Unfortunately, the system for aligning the end connectors with the track blocks used in the M48 track sets is not used here. This means that each of the connectors must be added separately and this can be a bit tedious. Only about 5 to 6 links can be assembled at a time, or they begin to fall apart.

I assembled mine in four runs; the top and bottom, and the drive sprocket and idler wheel sections.



the rear deck and the VP antenna mount. The Mr. Surfacer has been applied at this point, as well as the putty weld bead. 10. The texturing method was applied right over the tool mounts. 11. These are the kit's tools, with the molded-on clasps removed and the OTM straps installed. 12. This is the finished back end with all the tools installed. 13. The fenders were cut back and modified to depict the sand shields removed. 14. The front portion of the turret was a cast piece and so it was also textured with Mr. Surfacer. 15. This is why I wear glasses... The breech before painting. 16, 17. The completed turret. The gun tub was painted separately. 18. The kit MG spiced up with Eduard parts.

I left the last few links unglued so that everything could be aligned after painting (more on this later).

Detailing continued on the exterior of the tank, with new light guards in front (MV lenses, too, #116) and several screens in back. This also includes the large rear ventilator screen located under the back hull. Spare track block holders (and spare track blocks) were added to the rear hull corners, as well.

All of the molded on brackets for the tools were carefully scraped off and the holders were added to the hull from the Eduard set. All U.S. armored vehicle tools were attached using straps that were threaded through tie-down loops welded to the hull. Eduard doesn't supply any strapping material, so I copped them from an On-The-Mark set for the Sherman.

I wasn't quite insane enough to attempt the installation of the actual loops. The molded-on ones are very petite and I made sure to position each tool's strap over the location of a loop.

The hull sides are butt-smooth, so to simulate a

rougher armored plate, I coated the sides with Gunze Mr. Surfacer. This is a nasty lacquer-based primer and using a stippling motion can produce a nice, subtle texture. This works a bit faster than the old liquid glue method. Mr. Surfacer was also used to texture the cast portion of the turret front.

I formed a weld bead for each hull side from red putty. I simply placed two pieces of masking tape about 1/32" apart and smoothed putty into the gap. The tape was immediately pulled off and the strip of putty was worked a bit with a toothpick.

The Eduard set provides a spiffy antenna mount and I mated it with a base from the old VP detail set for the Sherman and a brass antenna.

Leaving the side sand skirts off means abbreviating the front fenders somewhat. They were cut and scribed using the molded-in lines as a guide.

Once all the tools were installed on the back of the hull, I added a tow cable from the new Tamiya M20.

And to top it all off...

A few more of the Eduard parts get installed inside the turret. Here there are even more opportunities for super detailing, especially if you come armed with the Hunnicutt book.

And so... I stuck in a few VP canteens and then proceeded to add some excruciatingly small parts to the gun and breech. This essentially boils down to the breech actuation lever and return spring, the firing solenoid and their associated wires and linkages.

I also added a few spare boxes inside just to make it look more complicated.

On the turret exterior, all the holes for the grouser bars were filled and the front portion was

textured as described above.

In the Squadron Signal book on the Stuart there is a photo of an M8 with only one grouser bar installed in each rack and equipment bags hanging from them. I set out to recreate the empty racks from very thin brass angle stock. There turned out to be no fewer than twelve teeny pieces for each side. It took significantly longer than I thought because that angle stock is really tough to cut. Each piece needed to be carefully filed after cutting to ensure they were all the same length.

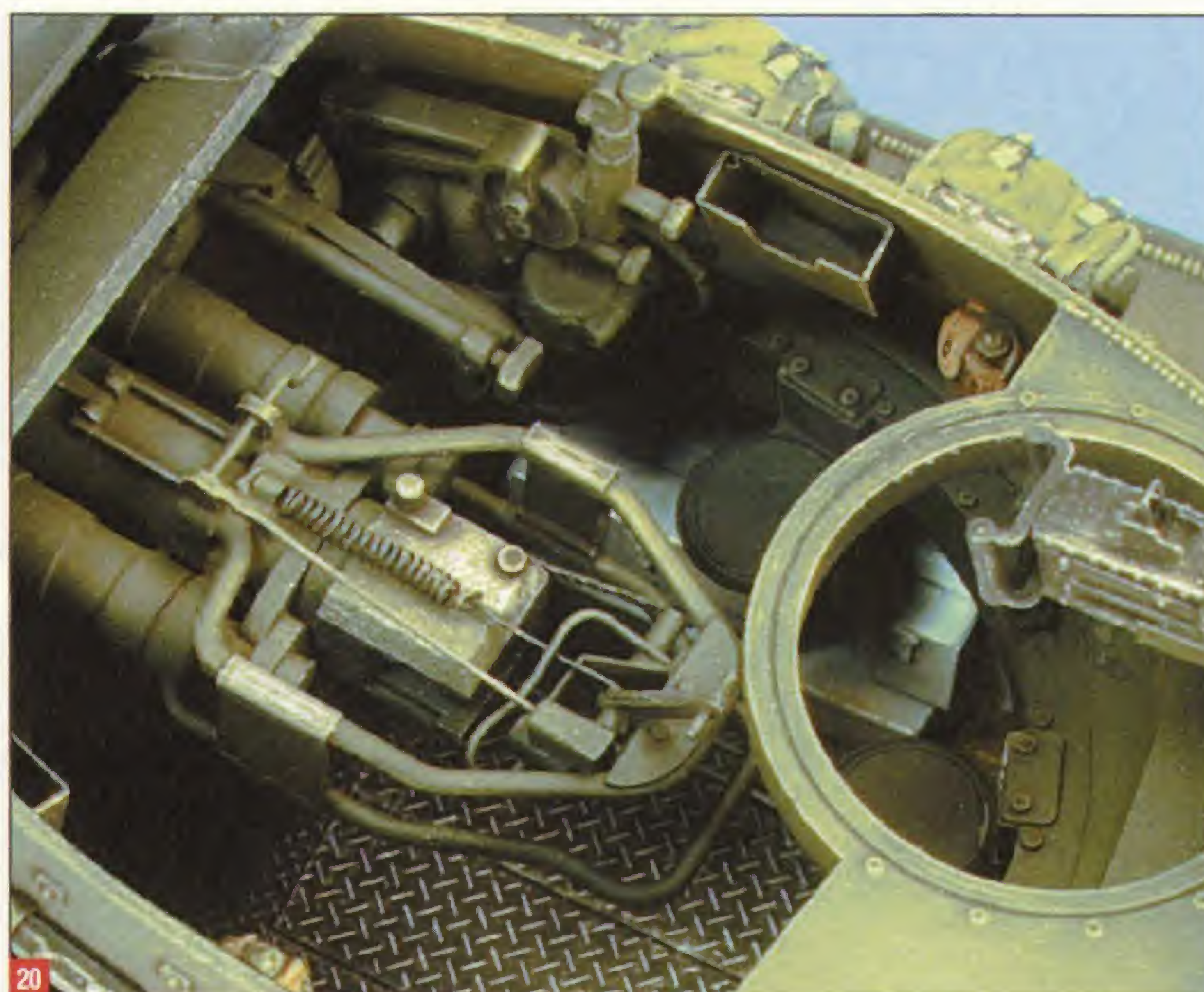
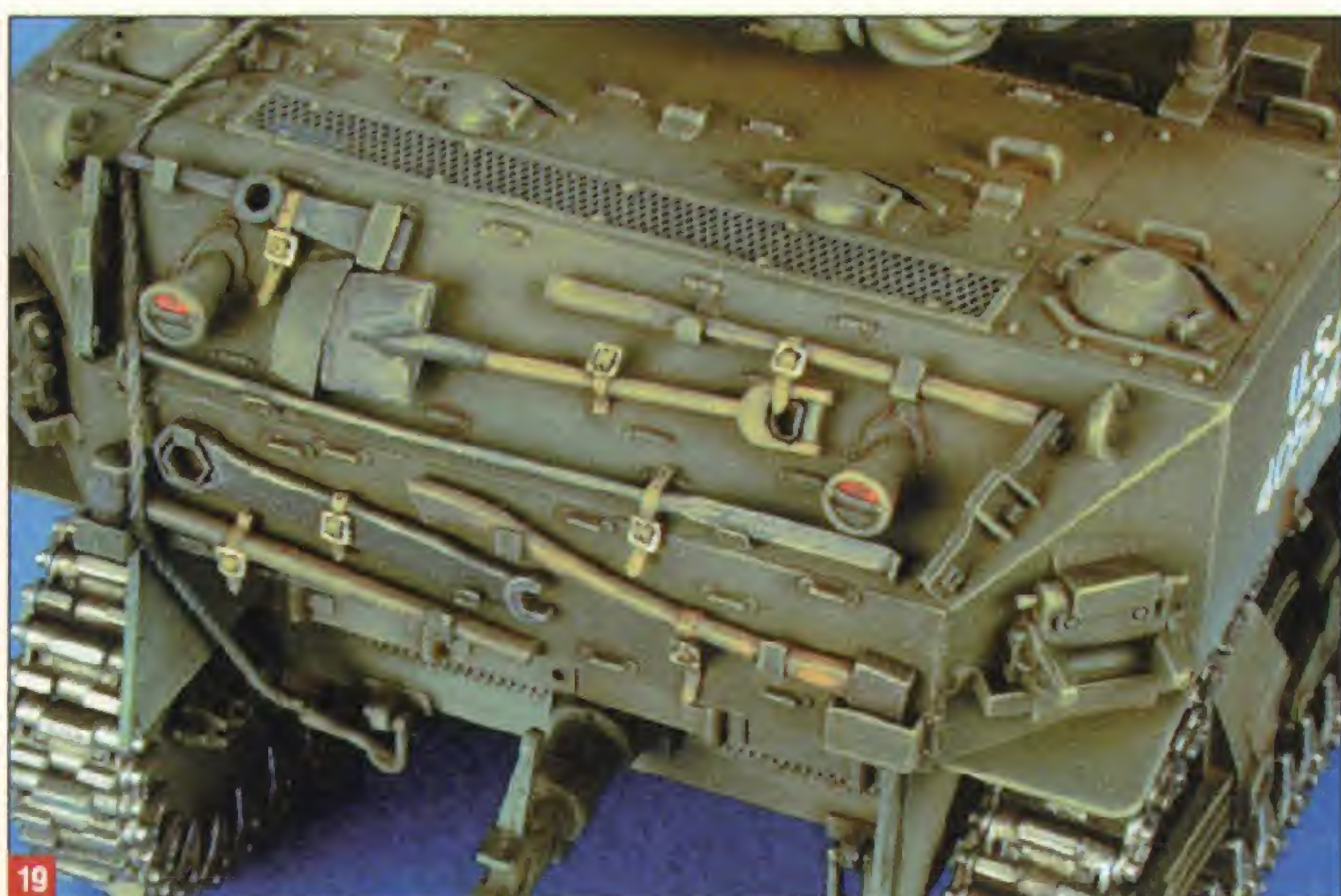
One grouser bar was installed on the top of each rack and gear bags were suspended, using lead foil for straps. The bags are leftover from the Tamiya 2.5 ton truck, the smaller square bags are from their Sherman kit and the large tarp on the back end is from the Dragon Wagon. Its molded-on straps matched the tie-downs almost perfectly.

The .50 cal MG and tub were detailed with Eduard parts. The etch does not completely restore this rather old version of the gun, but I was on an Eduard roll. A more accurate replacement can be found in the Tamiya Truck Accessory set.

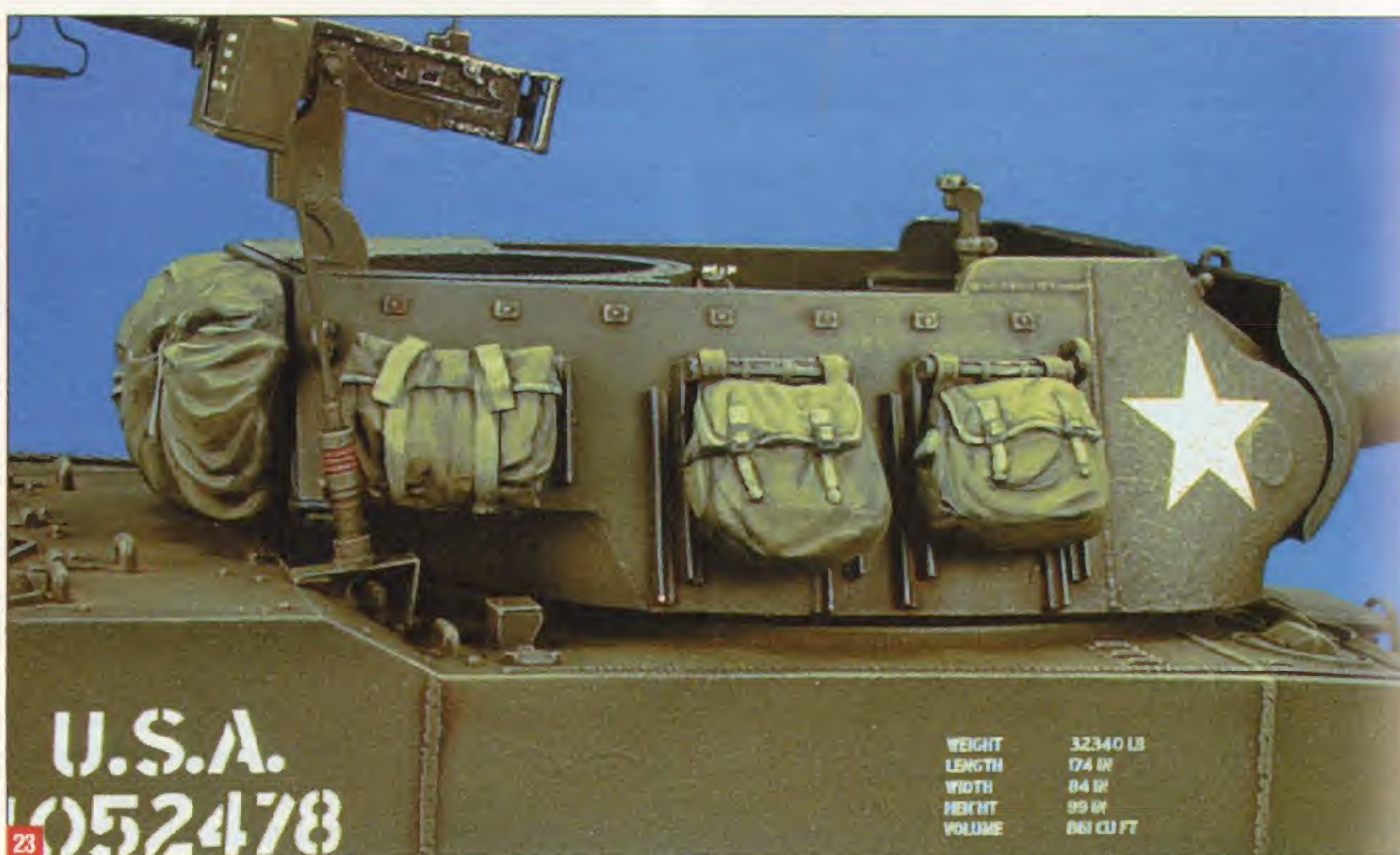
I noticed in the reference photos that the tub is actually supported by two steel rods. I formed these from brass and made little square base plates from styrene.

Paint the thing

I favor a pretty dark shade of OD, being a disciple of Master Harlem. To create this, I first sprayed the model overall Tamiya Flat Black, then went back over with successive layers of Tamiya OD (XF-62). The very last coat gets a very small amount of Armor Dark Yellow (XF-60).



19. All the tools for the job. 20. Looking down from the top. For an open-top vehicle, the interior parts are practically a must. 21. The tracks were a great improvement over the kit's. 22. The painted .50 cal. 23. The finished grouser racks with the Tamiya and VP stowage. Note the shipping stencils.



Archer & VP were the sources of the markings. M8's were mostly assigned to cavalry units and I created a bumper code to reflect a unit active in France after D-Day. My code is a bit long, it probably would have been either the front or the back half.

Archer makes a set of four-inch numbers and photos do show these larger sized registration numbers on the rear hull of many M8's. Archer also provided the shipping stencils.

The tracks were painted with a gun metal color and drybrushed off the tank with Polly-Scale Metallic Graphite.

A bit of a sand over spray was shot around the undercarriage to simulate dust.

I gave the M8 the usual wash of oil paints, but kept the mixture more to the brown side. The Tamiya paints really take a wash well, with some great color variations resulting. The engine deck got a few darker oil stains around the fuel caps.


The equipment bags and tarps were painted using Vallejo acrylics as were the tools. I had already attached the tools, so they had to be very carefully masked with strips of typing paper for painting.

Adding the tracks to the finished model was tougher than expected. Once painted, they didn't seem to want to fit. I had expected this and left the fit loose, but they were still super tight. The right side needed to be tacked with super glue on the inside, then stretched across its bottom run before the links

would line up enough to add the end connector.

I wasn't completely satisfied with the way they sat on the tank. These are live block tracks and therefore do not sag. However, considering the high level of detail and they are a vast improvement over those supplied in the kit, I still think they're a winner.

Overall I think the finished kit is a winner, too. I

was pleased with the way all the products improved this nasty old model. I'm not sure why, but I have a sneaking suspicion that we'll see a completely new M8 before too long. That's fine with me, 'cuz mine's done! 

—Pat Stansell
with Mike Maggio

MMiR RECCE

Tamiya M8 Howitzer Motor Carriage. Kit number 35110. Suggested retail price \$13.00.

Occasionally re released, this kit can sometimes be found for as little \$5.00.

Eduard M8 HMC. Kit number 35139. Suggested retail price \$19.99. Kit graciously provided by the manufacturer.

AFV Club T36E6 Track. Kit number AF35020. Suggested retail price \$14.98.

Yanks Miniatures US M8 Howitzer Gun Carriage Lower Hull Detail Set. Kit number 9711. Suggested retail price \$30.00. Kit graciously provided by the manufacturer.

Accurate Armour Stuart Solid Wheel/Idler Set. Kit number C07. Suggested retail price £9.00 (about \$15.00).

References

U.S. Self-Propelled Guns in Action. Armor Number 38, 1999 Squadron/Signal Publications. ISBN 0-89747-403-1. The newest in the long running series, it contains excellent shots of the M8, including superb close-ups of the gun. Also chock full of color plates.

Stuart A History of the American Medium Tank. Presidio Press 1992. ISBN 0-89141-462-2. Weighing considerably more than five 1/35th scale M8's, this is the be-all and end-all on the Stuart. Great shots of the prototype M8 and the rejected versions, too. Neat also because it includes photos and data on all types of light vehicles, including the Amtrak's, the M18 and lots of oddball stuff. Be prepared to part with some dough for this.

Steyr Gets Funky

CREATING A FUNKKRAFTWAGEN KFZ 17 FROM THE TAMIYA STEYR KIT



Before the ink is even dry on this issue I can hear the tap of the keyboards across the world criticizing this model as fictitious. There is a degree of justification in this opinion. I know of no combat photographs from the Second World War which illustrate this particular vehicle and comments like "they built over 19,000 Steyrs and therefore some of them must have been this vehicle" have no validity. However, there is the wreck of a Steyr 1500 Funkkraftwagen in the private collection of Andre Becker. Whilst little of the upper superstructure remains, it was believed to adopt the standard RSO cab. During a visit to an Austrian private collector's museum in 1998, Heiner Duske and I came across a rear double wheeled Steyr 1500 used as a cargo carrier. The cab found on this exhibit was the one I adopted for my model.

Some years ago I built Azimut's Steyr and made what I consider to be a reasonable job of this fine resin kit. Despite the outstanding qualities of Tamiya's model, the motivation to do another identical Steyr were lacking. This was despite the fact that there are many differences between the two, and I know which is the more accurate! I could not however ignore such a fine new model, and, there-

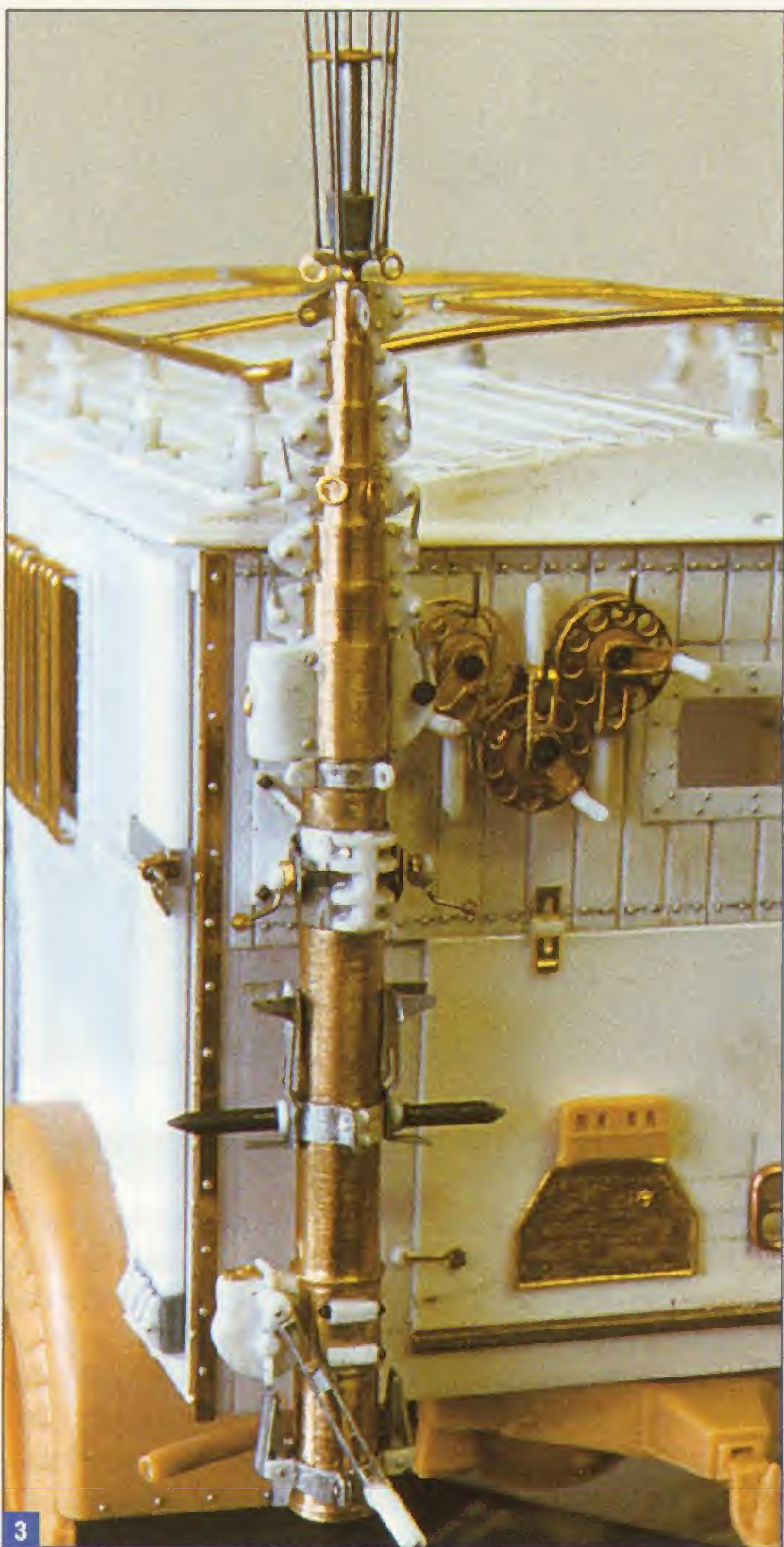
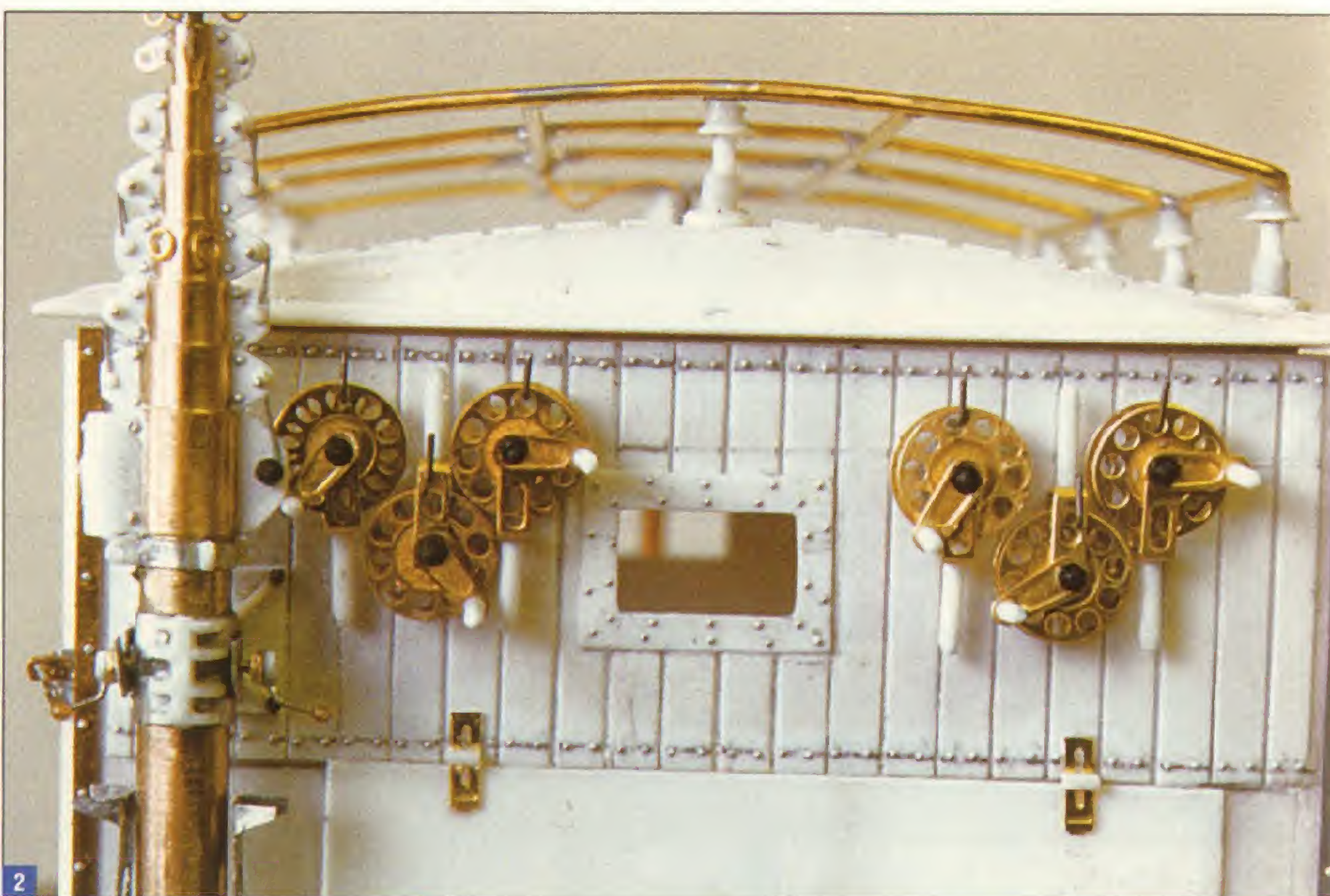
fore, the simple conversion to a Funkkraftwagen fulfilled my ambitions. Accordingly, those that criticize have a degree of validity, but I model for the most selfish of reasons, personal satisfaction!!

Whilst superficially looking complex, this is the easiest of conversions, no complicated shapes, just a series of squares and rectangles. If there was any slight degree of difficulty, it was the cab, not the construction but the programming in relation to the painting. I now hate painting in stages. I like to totally complete constructing the model, and then paint. Yes, this does lead to some difficult work with the paint brush, but this develops my painting skill (or that's what I keep telling myself!!). I based the radio cabin on Azimut's Steyr Funkwagen. Here is a lesson to be learned, do not rely on other people's interpretation. The cabin is possibly too low, for sure, the operators would not be able to stand up, but that was true with the Kfz 17 series of radio vehicles. As this vehicle is based upon belief rather than fact it is pointless giving templates. I intend to describe aspects of the construction, which hopefully will benefit the reader.

Construction

From the photographs, the reader can observe that the model uses all of the Tamiya kit, up to the

cab. The windscreen is also adopted but carefully filled with Milliput. The vehicle's chassis is also used but the rear axle was extended to allow for the double rear wheels. The additional wheels were from the spare's box. Obviously, the kit's were the outers. I did in fact leave the cab doors unglued. This enabled me later to paint the cab inner and also install the windscreen. So little is visible in the cab once painted that no great effort or detail was applied to the cab inners. The rear cabin was very simple to make, the only slight consideration was the left spare wheel arch. The timber paneling was recreated by scribing with a "P" cutter. The tedious part was the insertion of approximately 600 tiny bolt heads. These were punched out using the smallest burr head from my motor tool. I snapped the burr head off and used the shank as a punch on printer's aluminum sheet. The burr is pushed through the aluminum into a piece of dense vulcanized rubber. The bolt heads are extracted from the rubber and applied to the model using standard plastic glue, this softens the plastic and the bolts are adequately attached. Be careful, they do not tolerate excessive handling. On non-plastic surfaces I use the finest quality artist's picture varnish. This is as thin as water and ideal. Use two brushes, one to apply the varnish and the other the bolts.





1. Right rear of the cabin, the auger was again turned on a lathe, with a tiny hinge screw cut and soldered to the tip. The steps are again from the spares box, in this case Aber's Panther set. These are the rear spare track holders. As they have a hole in them. They were ideal for the careful placing of brass rods for the steps. 2. Top rear of the cabin. The cable reels are from the Hornet Range and are etched brass and white metal. Observe the small bolts fixed to either the plastic boarding or the brass corner reinforcing strips. One method using plastic glue and the other varnish. 3. The main work obviously went into the telescopic mast. The basic brass shape was turned on a lathe. A combination of aluminum and plastic formed all the detail. The antennae were



from a Butterfly Farm who supplied a variety of entomological pins. Once again, miscellaneous etched brass supplemented the detail. 4. The right side of the vehicle. The rear mud guards were cut from the Tamiya model, widened externally with plasticard and internally with pewter sheet. Any etched brass was from the spares box. Whilst no specific vehicle was copied, all the equipment installed on the model was standard communication material. 5. The unpainted model complete. Aber etched mesh was used for the engine grills. A thin lead strip was used around the spare wheel arch. Lead offers a good degree of flexibility for bending to difficult curves. The lead was then painted with varnish and the bolts added (see text). 6. The mud flaps are real ultra thin rubber, super glued in place. As the wheels on most models are the handling points, mud flaps suffer disproportional damage. These are totally flexible and by the time I'm painting the flaps of the model, it is not being handled. Compare the finished photos on this page with the in-progress shots.

Apply the varnish to the whole area, not just where the bolts will go, otherwise you can get fine ridges where the edge of the varnish lies. Moisten your brush from your lips and pick up the bolt, most carefully apply in position. Should any varnish get onto the second brush, clean with thinners and start again. Any residue of varnish and you will never remove the bolts from the brush. Tedious but affective!

The wire grills over the cabin windows meant that in the painting process I would not be able to mask the clear plastic. This was a simple planning problem and was solved by making the roof of the cabin detachable. After painting, I installed the windows and then glued the roof into place.

The frame aerial was obviously made from solder brass, no major difficulties here. The only consideration was that the frame was convex in shape, to fit the profile of the roof. Had I soldered the brass and then tried to bend to a curve, the joints would have sprung. Solution, anneal the brass before soldering. For those not aware of this trick, it is simply the application of heat (red hot) to metal and allowed to cool. The molecules are disrupted and if cooled naturally, the metal will stay soft and pliable. Thus once soldered, I indented the frame with the side of a small soda bottle into the vulcanized rubber. After completion and cleanup the frame was super glued onto the aerial support legs.

The telescopic aerial

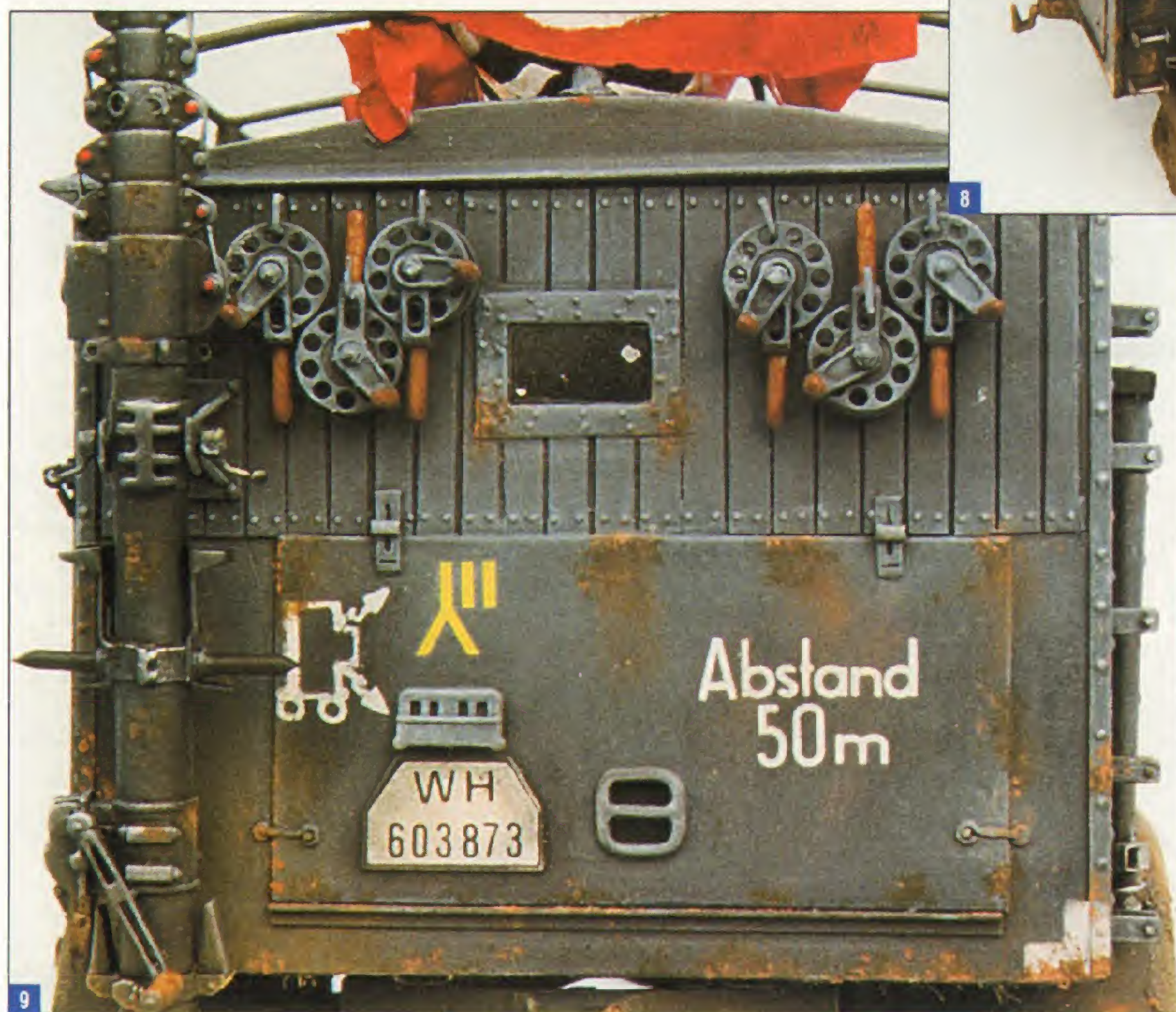
To date, all that is previous is pretty easy, but what about the telescopic aerial? Well, I cheated here. Brian Wells (arguably the world's best 1/35 scratchbuilder) turned the basic reducing tube on his lathe. From the photograph you can see that plastic and fine aluminum strips form the majority of the material used. Whilst it may look complicat-



ed, the hardest part was handling it. I therefore use a modeler's painting clamp for ease and safety. Again no real problems, but only because of the extensive archive collection Heiner Duske and I have. Regrettably it's the guy with the most reference that wins! I learned a long time ago that it was essential to become a collector of reference material. All readers know that you can spend more time and effort trying to collect or construct detail that

you have poor reference on. When I started modeling some eighteen years ago, collecting was not easy but now, with ease of travel, Internet, etc., things are not so difficult. The folded up star aerial was made from the finest entomological (insect) pins! Again keep your eyes open and do not just stick to AFV model shows, other hobbies can offer us a great deal in tools, equipment and detail.

7. The spare fuel can on the front right fender. This is originally part of the Tamiya kit. 8. The frame aerial is formed from soldered brass. The brass was first annealed so that it would remain pliable after soldering. This was necessary in order to create the convex curve that matches the shape of the roof. 9. The completed back end. The markings are from my dwindling number of dry prints by Verlinden and Azimut. The registration plates are wet decals. 10. This shot of the spare wheel shows a small amount of my mud and grass application, which is based around acrylic car filler paste.



Painting and markings

If there is one thing about my style of modeling that has changed, it is my painting. I have begun to feel a sense of frustration with the finished model. Ten years of basically the same technique can lead to weariness in my final presentation. Previously, painting the model was the pinnacle of my modeling satisfaction. That began to change until I would happily have left the model unpainted. I began to fear that my construction ability has surpassed my painting. In modeling, the paint finish is the most important facet of the hobby. You will always be judged on your model's paint finish. Painting can cover a multitude of mistakes, but the other way is not true. However well you have constructed your model, if the paint finish is poor, then the whole model becomes inferior. Therefore, above all other disciplines, learn to finish your model.

I observed the style of a young Japanese Military modeler, Makoto Takaishi, who appears to have a most authentic weathering style. This method adopts the random application of very small paint chips on areas that suffered abrasion. Subsequently, rust stains, mud, etc. were applied with pastel chalk, using acrylic thinners as the medium.

I have varied this to some extent. I am not yet satisfied with the results, but, hopefully subsequent models will show an improvement. Previously, my models were criticized as being insufficiently weathered, looking too pristine. Now the reverse is probably true, I need to moderate my

use of weathering.

Before the paint process began, I liberally applied mud and grass. For this I used an acrylic paste normally used as a car filler. This was applied to the model's sub-structure with a stiff bristle brush. With the same brush I picked up static grass and applied to the filler. The beauty of this material is that it willingly attaches to any material, plastic, resin, lead, brass, etc.

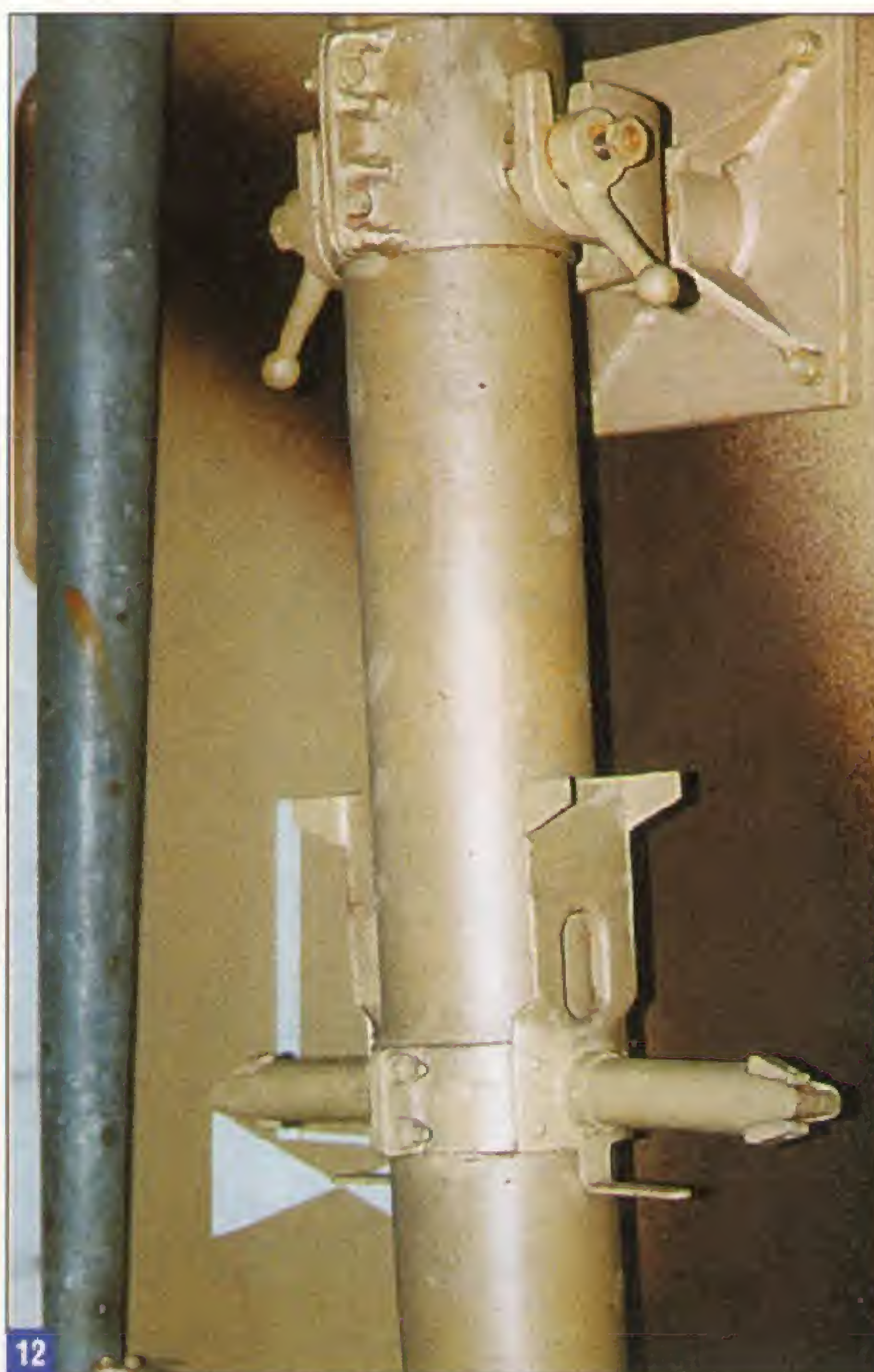
After thoroughly washing the model in soapy water, I allow it to dry overnight. Models with a high degree of conversion/scratch built collect a lot of grease and dirt. As usual, I primed the model with an acrylic automotive white primer. This provides an excellent base to Tamiya paints. The primer shrinks onto the detail, despite sometimes being drenched during the spraying. After 24 hours I mixed up Tamiya German Gray XF63 with 25% added Blue (XF-8). This makes a more authentic Panzer Gray (RAL 7021). After cleaning the airbrush, which always takes longer than the spraying, I applied a very weak wash. For this I use enamel thinner with 20% sepia extra oil paint. This color is a sooty brown/black and perfect for washes. As the base color was acrylic, the application of thinners only approximately one hour later did not effect the acrylic color. The following evening I mixed a Panzer Gray from oils. Again, remember the inclusion of a blue additive. In the usual manner I dry brushed the vehicle, adding increasingly small quantities of white. Once satisfied, I sprayed the

undercarriage of the model with a mixture of Humbrol matte earth and black. Remember to allow drift onto the upper portions of the body work; there should be no hard edges to the panzer gray upper and earth lower hull. I am not a fan of using Humbrol through my airbrush, but the undercarriage of any model needs to be totally flat! Real dry mud/earth has no reflective qualities. Accordingly, Humbrol matte enamels are perfect. They appear to have amazing qualities of absorption. Next, dry brush the lower part of the model with matte earth and increasing quantities of dark yellow. Observe how the matte earth will absorb the dark yellow without any appreciable color change. The model is basically finished. Now is the time to apply unit markings, etc. I still have a small number of dry prints and the majority of those on the model are from either Verlinden or Azimut. The registration plates are standard wet decals cut down. The Verlinden are oversized and need to be carefully painted down to correct thickness of line. Really quite easy with oil paints.

The weathering now starts!! Here is where the reader is as expert as I am! I am regrettably unable to paint as randomly as my Japanese modeling colleague. For whatever reason, I am incapable of random application that is so essential to this technique. If there appears to be any uniformity, then the whole effect starts to look contrived. I found a solution in cutting down a small round bristle brush to only 3/4mm. I then used a paint developed in



11



12



13



14



15

11, 12, 13. Three detail shots of the teleskopantenne stowed on the back of another vehicle. Note the mounting of the auger bit to the left of the aerial. 14, 15. Two wartime shots showing the aerial being dismantled from its host vehicle. In this case the vehicle appears to be an Einheits-Diesel. The aerial could be extended to a length of nine meters, or about 29.50 feet. It would take all of the six men shown in photo 14 to handle it into place. The auger was a necessity in order to properly anchor the massive aerial.

England for the cartoon market, called Chromacolor which has a fantastic intensity of color and strength. Once dry, it is impervious to most other mediums, and after 24 hours it is extremely difficult to remove. I used a color called dark sepia, a very dark brown/black. This I stippled randomly on the edge of detail, bottom of doors, etc. In fact, anywhere that suffers from abrasion and weather elements. As the brush is nearly dry when applied the paint dries in seconds and you are ready for the next process. Grind down some orange pastel chalk and mix with Tamiya acrylic thinners. Using the same brush, stipple the previous weathered areas, again randomly. This dries even faster than the Chromacolor. The next process is to blend the orange into the paint chipped and adjacent areas.

This is best achieved with a flat sable. Rust runs were also recreated with this method. Also use this technique for mud and general stains. However, I still use my traditional dry pastel chalk application for shadow and recesses (a mixture of earth and black). It is certain that with these methods you are more able to play with the weathering than other means. At the moment my tendency is too over weather, but hope-

fully, there will be an improvement.

I would never recommend copying of other person's models, especially in this particular case. However, there are significant details on this model which are as accurate as my ability allows and therefore, hopefully, of some use to the reader.

—A.J. Greenland

MMiR RECCE

Tamiya German Steyr Type 1500A/01. Kit number 35225. Suggested U.S. retail price \$27.00

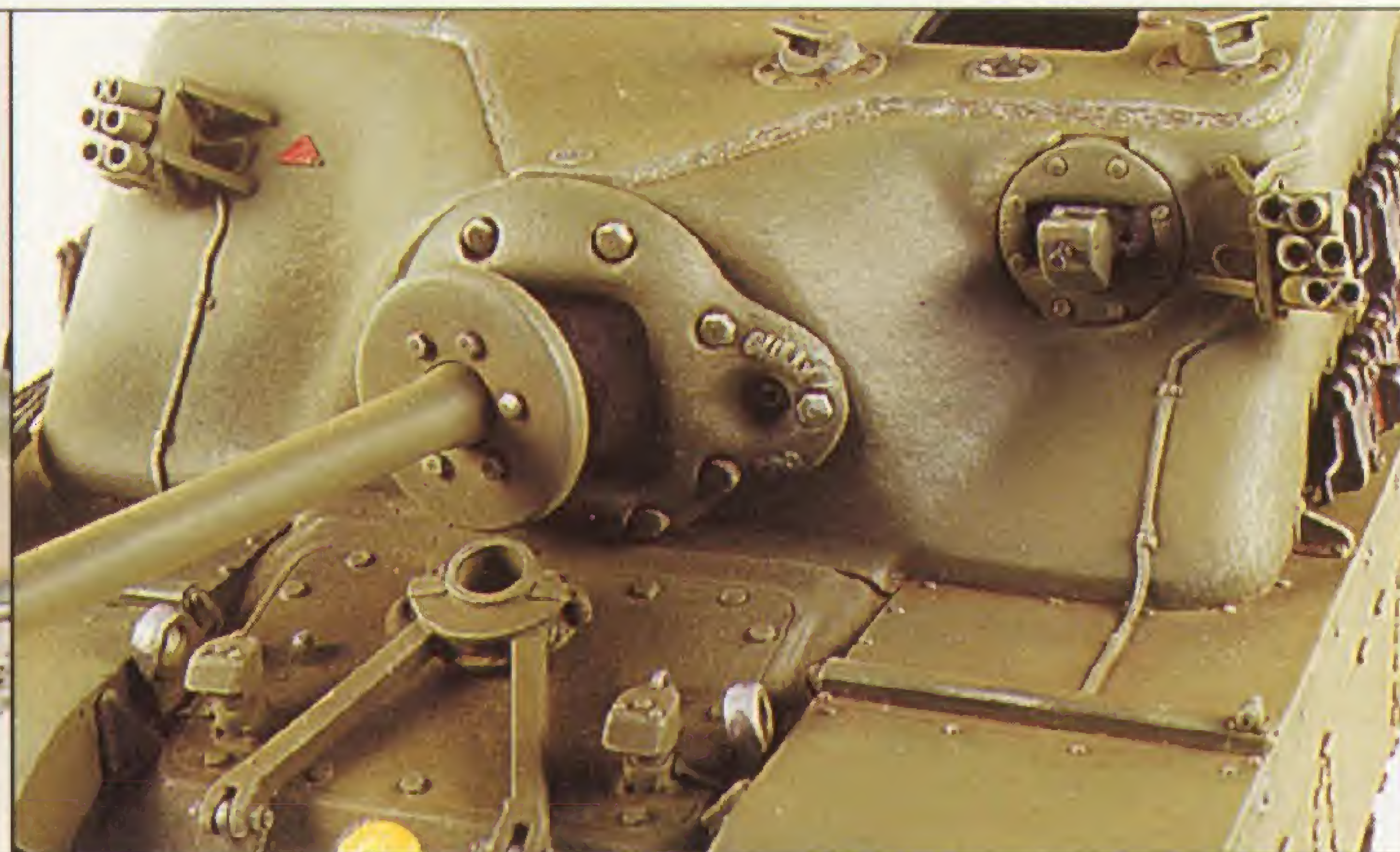
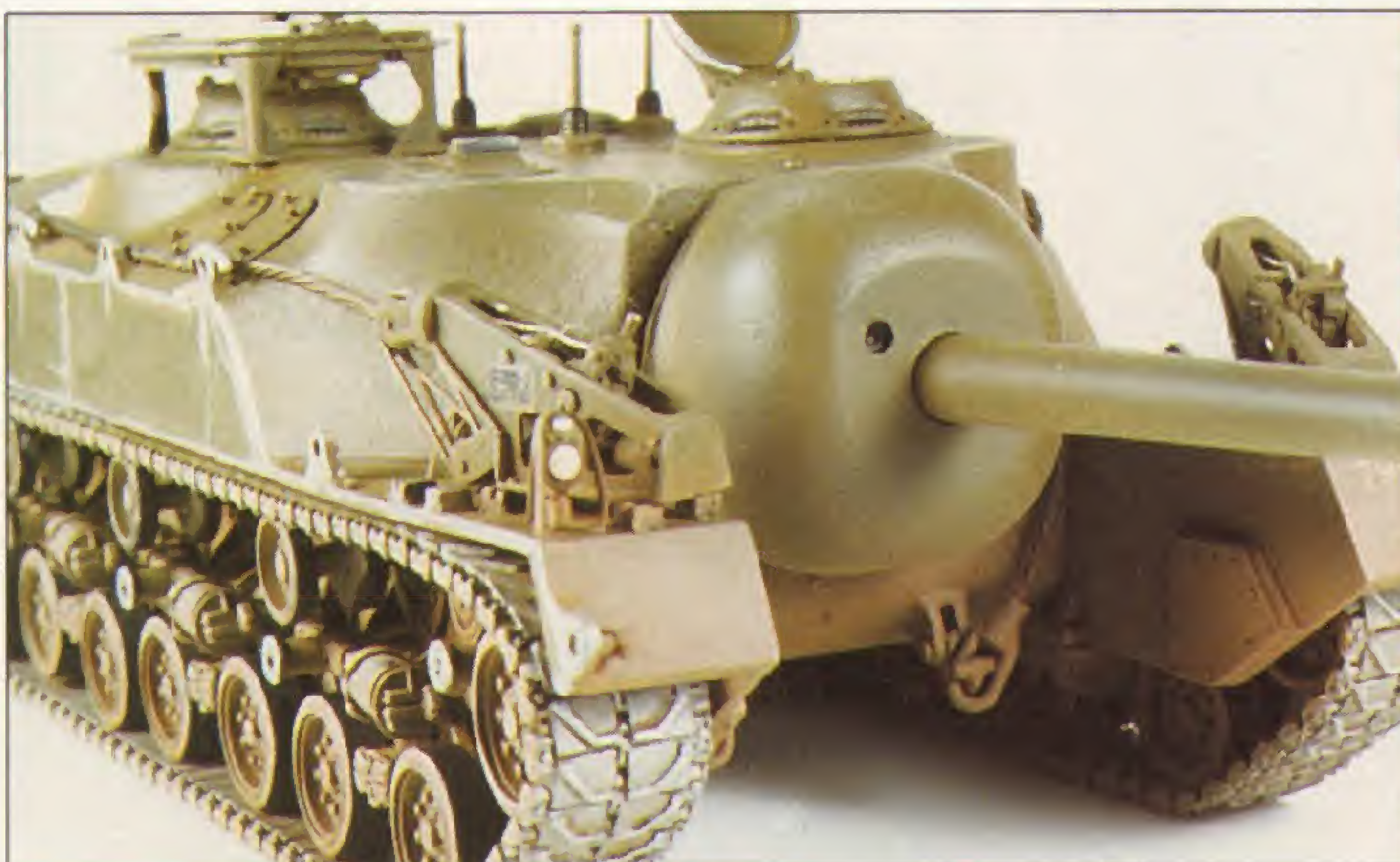
References

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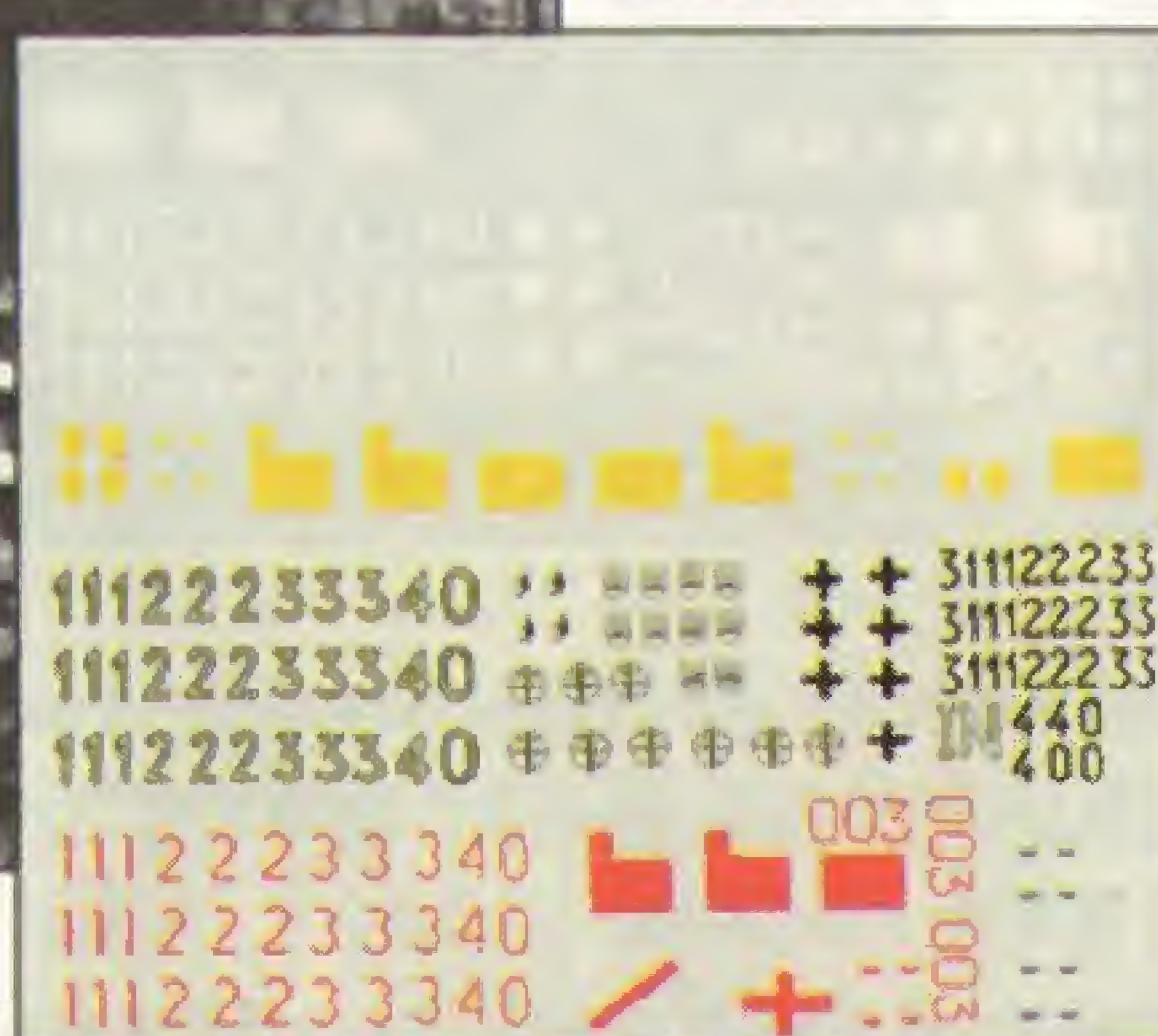
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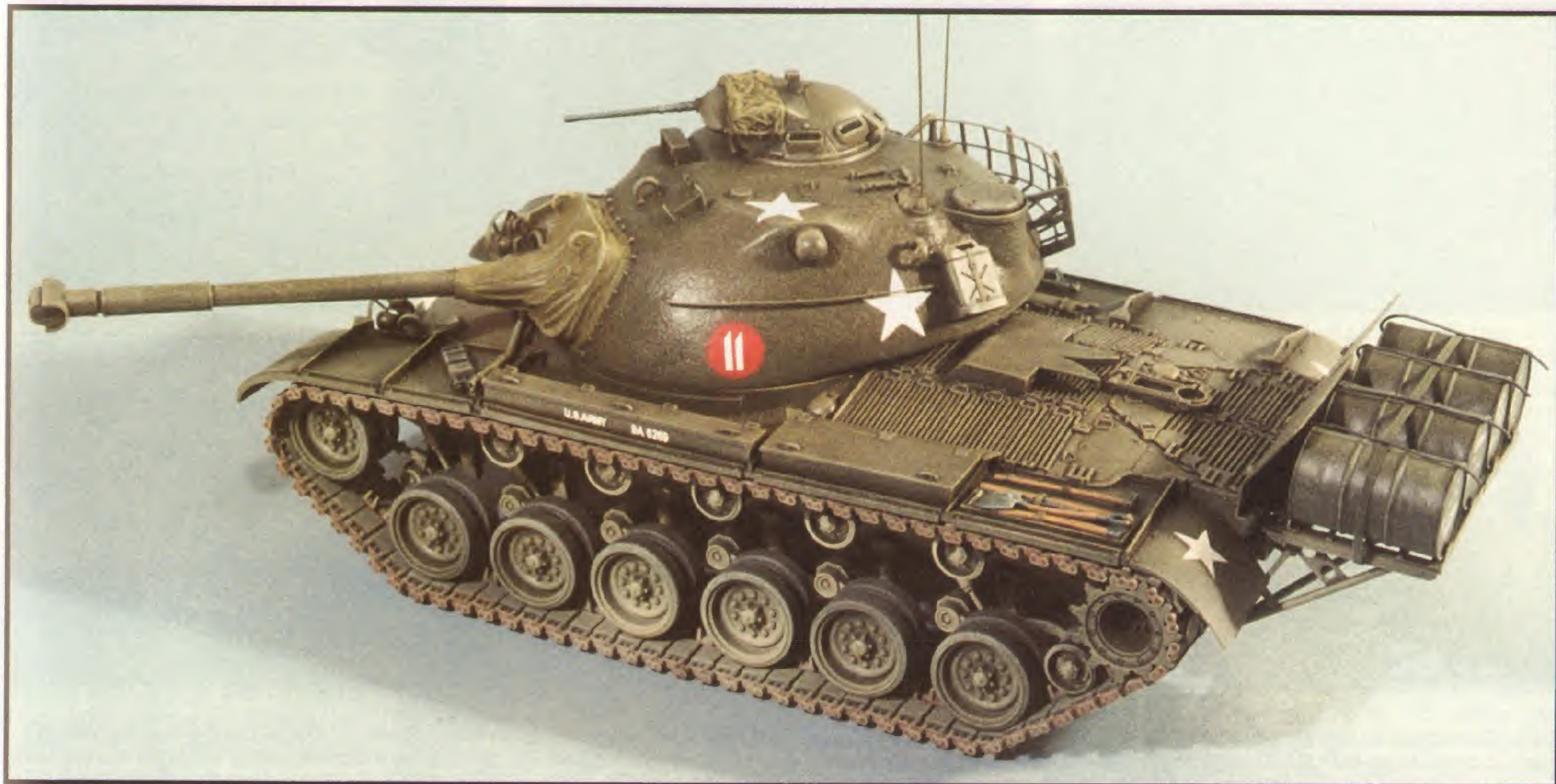
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G.I. Blues!

WE TURN CMD'S OUTSTANDING M-48 CONVERSION INTO THE ELVIS TANK!



A few months ago, Chesapeake Model Designs released an outstanding conversion kit for Tamiya's M-48A3 to backdate the diesel-fueled Patton into a gasoline-powered M-48. When our beloved editor asked me if I was interested in doing a review, I jumped at the chance. I've always been a big fan of the Pershing and Patton series of medium tanks and the gasoline M-48 fills an important gap in that lineage. Moreover, I have always been impressed by CMD's kits. The M-48 conversion epitomizes the high level of quality typical of Bill Miley's products. The amazing thing about this kit is that it doesn't feel like a conversion. CMD's resin parts blend perfectly with Tamiya's plastic. Indeed, the level of detail on the CMD parts generally exceeds that of the Tamiya components, particularly given the age of the Tamiya Patton.

CMD gives you a box full of tasty tan resin pieces, including a new upper hull, a new turret, choice of early and late-style muzzle breaks, and all sorts of other goodies, 67 resin parts in all. The Tamiya kit provides the lower hull and suspension and various other items, such as fender stowage boxes, headlights and guards, and the loader's hatch. CMD also provides a small photo-etched fret, consisting mostly of the fender braces and a couple of other teeny bits. The kit was originally released with the fender supports cast in resin as part of the upper hull. Typical of Bill Miley's attention to detail

and quest for perfection, CMD revised the upper hull to receive photo-etched braces. My kit was an early example with the resin braces, but I was graciously provided with the photo-etched fret as well.

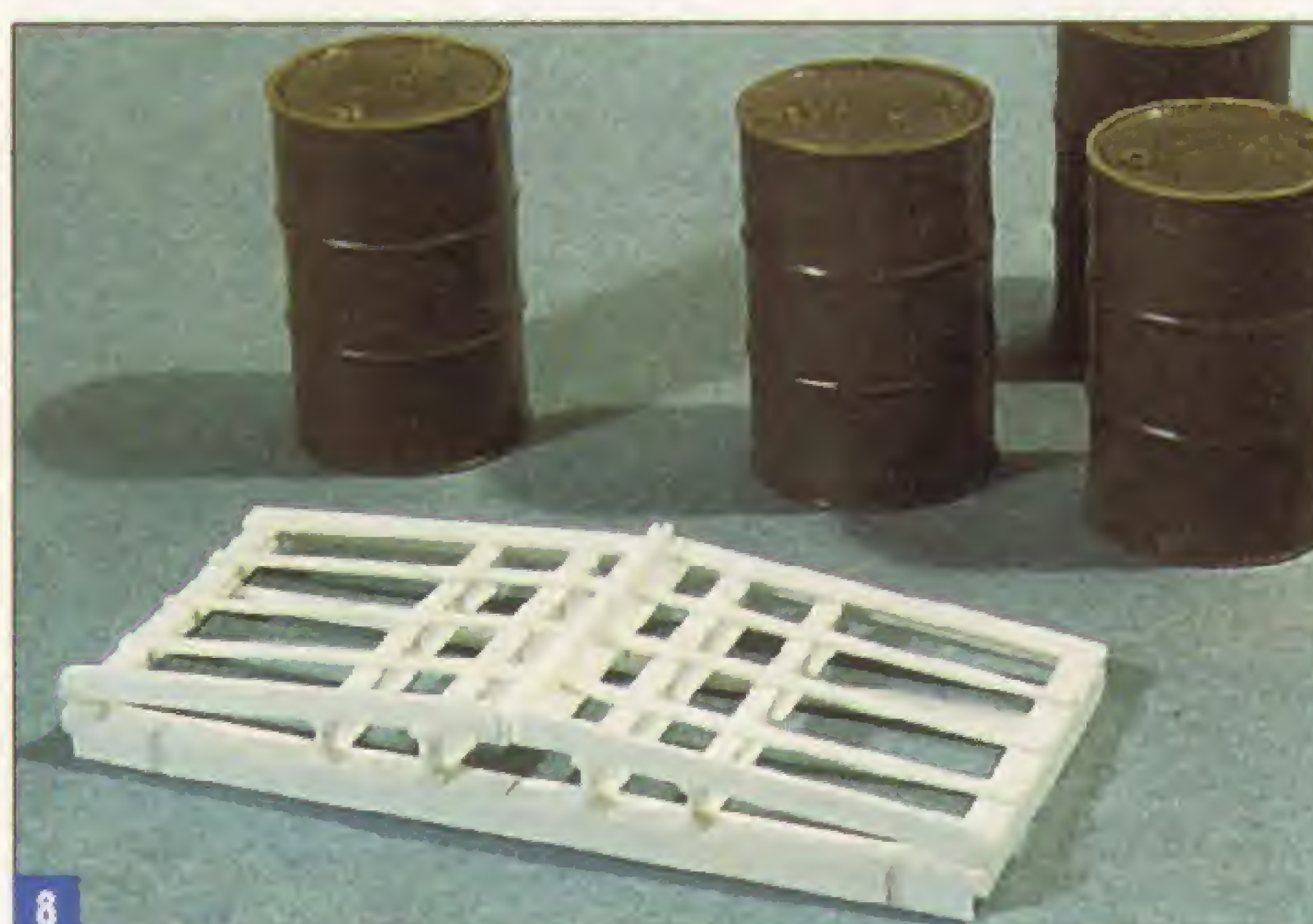
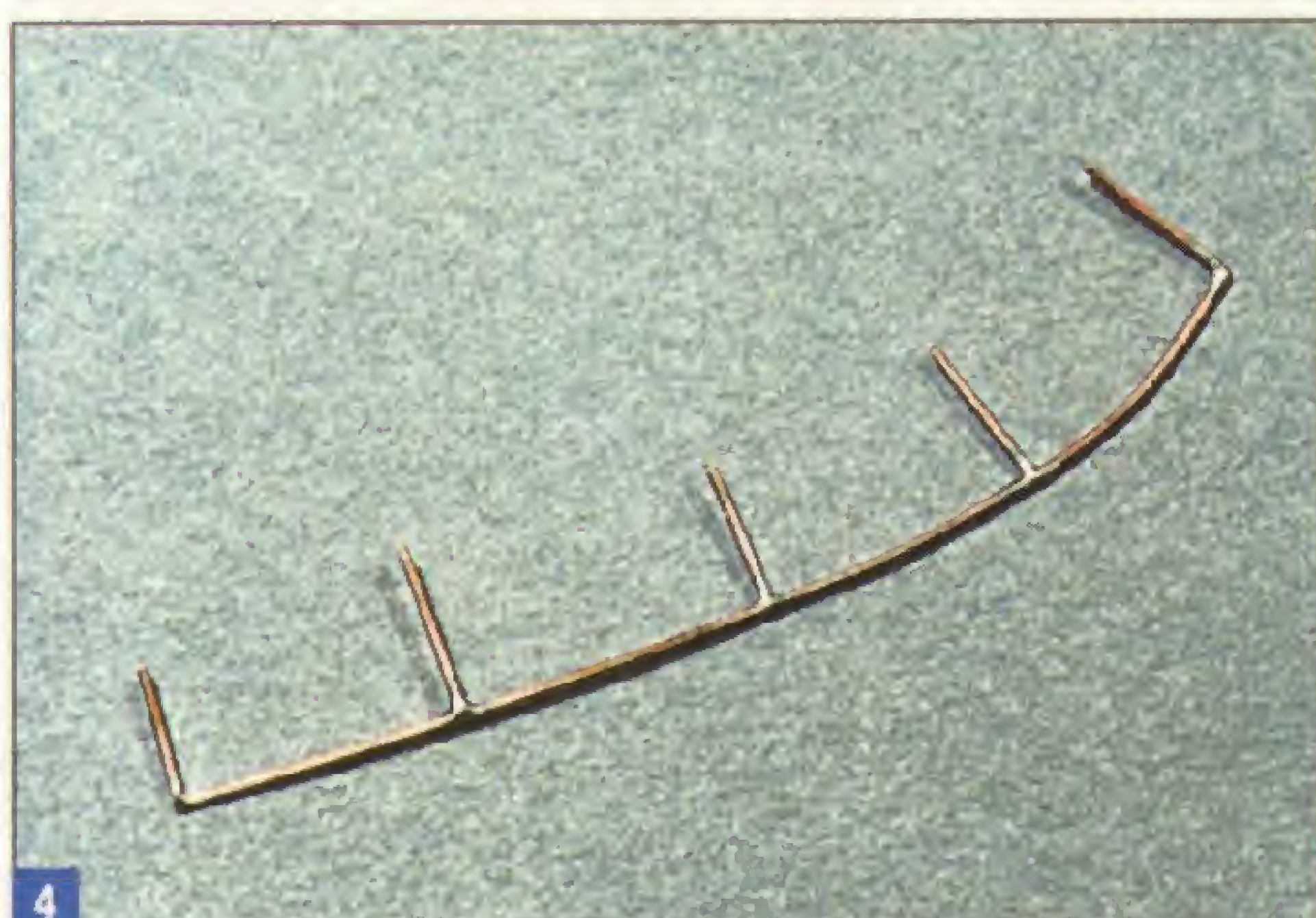
Before I started on the kit, I decided to render an M-48A1 in lieu of an M-48. Three factors led to this decision. First, I'm a typical tread-head; I can't leave well enough alone. Sure, I said to myself, I could build it right out of the box, but where's the challenge in that? Second, I dig the appearance of the M-48A1 with the enclosed cupola and the jettisonable gas tanks hanging off the tail. Third, and perhaps most importantly, I could build the King's tank, man! I'm a huge Elvis fan, and I got a real kick out of doing the King's ride from his 1960 film, *G.I. Blues*. Even if you have a hard time sitting through Elvis movies, every reader of this magazine should rent *G.I. Blues* (I also recommend *King Creole*, but I digress). The first ten minutes or so of the movie show M-48A1s from Elvis' old unit, the 32nd Armored, running around what was then West Germany. I'm all shook up.

Resin-a-Hula, Baby

Although the CMD instructions begin with construction of the turret, I decided to tackle the hull first, since this looked like it would involve the most work. I grabbed my slow-curing super glue and my Squadron white putty and set to work joining the Tamiya lower hull with the CMD upper hull (part

R22). This step also involves adding the new rear hull (part R40). Actually, the parts went together pretty darn well, and didn't require that much filling. In fact, most of my putty and sanding work went to filling the gaping motorization holes mercilessly provided by Mr. Tamiya. There are five holes on the bottom (three of which need some bits of sheet plastic to fill, along with the putty) and three on each side of the hull (one above the front idler and two terrible holes around the drive sprockets). I gotta tell ya, as someone who focuses on armor of the 1950s and 1960s, I sure would love an M-48A3 done to modern kit standards. Who am I kidding? I'd be ecstatic with an aftermarket lower hull without those motorization holes! Please excuse my kvetching. As I was saying, the upper and lower hulls go together pretty nicely. A little putty smeared along the nose (which you have to do on the Tamiya kit anyway) and the tail, plus a little sanding, and you're in business.

At this point I made the first of many minor modifications to convert the M-48 to an M-48A1. Early on in the M-48 production run it was found that the driver's hatch was a wee bit too small. Later M-48s and all subsequent models of Patton had a larger driver's hatch. All I had to do was trace out the shape of the larger hatch that comes with the Tamiya kit on the CMD hull and set to work with my Dremel. Fortunately, the hatches have an identical shape near the hinge, making this exercise much



1. The first step is to join the upper and lower hulls. The fit is outstanding; most of the putty goes to fill Tamiya's motorization holes. 2. The late-style driver's hatch and fixed periscopes. The hatch opening was enlarged using my Dremel. 3. Right fender stowage. The auxiliary generator line was made from thin solder. The track tools were stolen from DML's Pershing. You can also see the characteristic exhaust with the deflectors. 4. I replaced the side rails on the turret with scratch-built items made from soldered copper wire. 5. The early open cupola (left) and the later-style enclosed M-1 cupola (right). This is one of the principal differences between the M-48 and the M-48A1. 6. Another one of the differences between the M-48 and the M-48A1 is the rear turret rack. I didn't like the Tamiya item, so I scratch-built a new rack from

copper wire, brass strip and sheet plastic. 7. The tail end before I added the fuel drum rack. Check out the casting numbers, which sadly get hidden once the drums are in place. Also shown are the lower mounting points for the rack, with the U-bolts (made from solder) starting to take shape. 8. The rack and fuel drums before being added to the vehicle. The rack was made from various architectural shapes offered by Evergreen. The drums are from Tamiya's deuce-and-a-half stowage set. 9. The completed rack assembly mounted on the tail end of the tank. It looks pretty complex, but once I sat down and drew up some rudimentary plans, I found that it was really straight-forward. 10, 11. Overall shots of the Patton before painting. The tracks are from AFV Club and really finish the vehicle off nicely.

easier. I used various needle files to clean up the opening once I got the basic shape with the motor tool. The M-48A1 also had fixed periscopes for the driver. Using the Tamiya hull as a guide, I filed down the little nooks that these things sit in (nooks only, no crannies). The Tamiya kit provided the periscopes (parts C11).

Swing Low, Sweet Chariot

It is now part of modeling lore that Tamiya's M-48A3 rides a little high. The story has it that Tamiya took its measurements from a tank that not only lacked a full combat load, but was missing the power pack as well! The result is that the kit sits a few millimeters too high. The CMD instructions explain how to alter the suspension arms to lower the kit the appropriate amount. Well, I've built a few Pattons in my time, and having measured out the difference, I've never felt compelled to fix the problem. This project was no exception. I'm not sure you would've noticed, if I hadn't told you. The only thing I did to fix the suspension was to separate the suspension arms and the bumpers. Tamiya molded these elements together. To make the separation

easier, I glued all of the suspension components into place; once it was all dry, I used my Xuron nippers to cut the little plastic rod that joins the arms and the bumpers.

Since I was rendering an M-48A1, I opted to include the track tension idlers. I have to thank Tamiya on this one. They've included the hub for the track tension idlers on the kit, even though this was not a feature of the M-48A3. Why, you might ask? It must be remembered that the M-48A3 was a remanufactured M-48A1, modernized using various M-60 components. Thus, the hub for the track tension idler was present on the 'A3, even though it wasn't used. In short, it was vestigial, just like your appendix. One tip to ease construction: I didn't glue the track tension idler arms (parts R48 and R49) in place until the vehicle was painted and the tracks were in place. This allowed me to position the tensioning idler wheels right up against the tracks when the kit was all but finished. However, you can't wait to add them later. It's a pretty tight fit between the rearmost suspension arms (Tamiya parts A3 and A4) and the hubs to which the track tension arms get mounted. The arms essentially get

held in place by the rearmost suspension arms, but can still rotate freely. The remaining Tamiya suspension components were then completed in accordance with the kit's instructions.

The rest of the hull goes together pretty quickly. The rear hull gets a mix of Tamiya and CMD goodies. CMD provides nice lifting rings (parts R41), rear lights (R42) and clips to hold the tow cable in place. CMD also provides you with the early style towing pintle and mount, but since the 'A1 used the heavier one also found on the 'A3, I opted for the Tamiya parts (parts A9 and B2). All of the other goodies that get stuck onto the rear of the hull also come from Tamiya, including the tranny access plates (parts B19), the power take-off cover (A8) and the pintles (B17). At this stage I also added the mounting points for the external fuel rack. These are located where the hull curves under the vehicle and look essentially like lifting rings. I made these from sheet plastic with holes punched in them. Milliput was used to simulate weld beads.

I then turned to the upper hull. As I said above, I had an early example of CMD's kit; the fender supports on my kit were cast integrally with the upper

hull. Each support gets a little triangular brace. These came cast in very thin resin in my kit; however, I stole these pieces from the photo-etched fret. I then added the long fender stowage boxes from the Tamiya kit (parts C21) and the large rear stowage box from CMD (part R32). I deviated from the instructions a bit for the remaining fender stowage, since the M-48A1 was slightly different from the plain old M-48. The pioneer tools get added to the left rear fender (rather than on the right side) and the muffler for the auxiliary generator gets mounted parallel to the fender (rather than perpendicular to it as on the M-48). My references showed that AIs frequently had the track-tensioning tools — now there's an alliteration — stowed on the right fender. I stole the ones included in DML's T-26E3 Pershing and fabricated a retaining strap from lead foil. Remember the sage advice that I heard at the AMPS nationals: stowage should almost always be held down with something!

I completed the upper hull by adding the muffler and its cover and the characteristic deflectors (parts R34 through 37). Although CMD provides the deflectors in both resin and PE, I opted for the resin. They were easier to handle. These deflectors kept heat away from the gun travel lock (part R38). Up front I added the exhaust pipes for the crew heater (part R26) and spare track blocks (parts R23). The fire extinguisher handles (Tamiya part C19) should be positioned facing out, as on the M-48A3, rather than towards the driver, as on the M-48. To complete the upper hull, I added the headlights from the Tamiya kit (parts C3 and C4), modified with Eduard photo-etched guards. The lights were drilled out to accept MV lenses.

One note about the fender configuration. Strictly speaking, the fender braces on my kit do not match the ones on the King's M-48A1. On later vehicles like Elvis', the little metal lip that ran down the length of the fender was not situated at the fender's outer edge. Rather, it was set in a little bit, and the space was used on later 'AIs (and 'A2s) to stow the tow cables. I thought about sanding off all of the fender details and starting from scratch, but then I found a photo on page 354 of Hunnicutt's Patton book clearly showing an M-48A1 with the fender brace configuration as seen on the first M-48s (and as portrayed in the CMD kit). Thus, although my kit does not exactly match the vehicle in GI Blues, it is accurate for an early M-48A1. I know in my heart that the King would forgive me, if he were here. Which of course he is, right?

Viva Las Turret

Almost everything above the waist in the CMD is all new. The basic turret comes in two resin pieces, both of which are certainly based on the Tamiya kit, but with a great cast-armor texture. Only a little bit of putty was required to fill the seam between the two; in fact, no more putty than would have been used on the Tamiya parts. Like I said before, the CMD parts really go together like a plastic kit.

A few Tamiya bits go into the new turret, namely the loader's hatch (part D14), the blower cover

(part D20) and the lifting rings (parts D12). I detailed the loader's hatch by sanding off the springs and replacing them with new ones made from thin brass wire. I also replaced the handle using the patented Stansell method. CMD would have you use the Tamiya side stowage rails (parts D2 and D3), but I opted to replace them with new ones fashioned from brass wire soldered together. Almost everything else on the turret comes from CMD. The PE vane sight is truly a work of art. I also loved the gun barrel, which, although resin, has a wire core to keep it true. CMD provides you with a choice of muzzle breaks. The cylindrical break, like the one seen on the M-47, was not suitable for an M-

Woodland Scenes liquid latex rubber brushed onto one of the vision blocks on the cupola itself. I built up several layers of latex over a couple of days, and added gauze between the layers for added strength. Once the hatch was done, I added some other details to the rest of the cupola, including a dust cover made from tissue soaked in white glue.

The M-48A1 has a large turret stowage rack, unlike the smaller one on the M-48. I thought that adding the Tamiya stowage rack would be a breeze, but when I glued it to the CMD turret, it just didn't look right. I decided to do most of it from scratch, using only the ends from the Tamiya kit (parts D9 and D10). These were cut down to fit the CMD tur-

ret. The remainder of the rack was made from copper wire and strips of brass taken from an old PE fret. The large vertical braces (Tamiya parts D4) looked way too thick, so I made new ones from sheet plastic. The rack took a couple of nights to complete, but I was very happy with the results. It's how Elvis would have wanted it.

Gas me up

Since the gasoline engine in the M-48 and M-48A1 sucked fuel like nobody's business, the vehicles were frequently fitted with a rack on the tail end that held four 55-gallon fuel drums. I made the rack using I-beams and other architectural shapes available from Evergreen and some basic plastic strips. It was a blast playing with all those cool little shapes. The rack attaches to the hull using the Patton's standard rear lifting rings and the special mounting points described above. The rack is held in place using four large U-bolts, which I fashioned out of .22" solder and Grandt Line bolts. I used the 55-gallon drums from Tamiya's deuce-and-a-half stowage set. The fuel lines and breather lines were made from solder. Although the fuel drums were to be jettisoned before entering a combat area, M-48A1s were equipped with a thin armor shield mounted in front of the drums to deflect small-arms fire. My references show that the shields came in a variety of shapes and sizes. I fashioned them

from sheet plastic and detailed them with Grandt Line bolts. The drums and shield were left off the rack until after the vehicle was painted.

Blue Suede Track Shoes

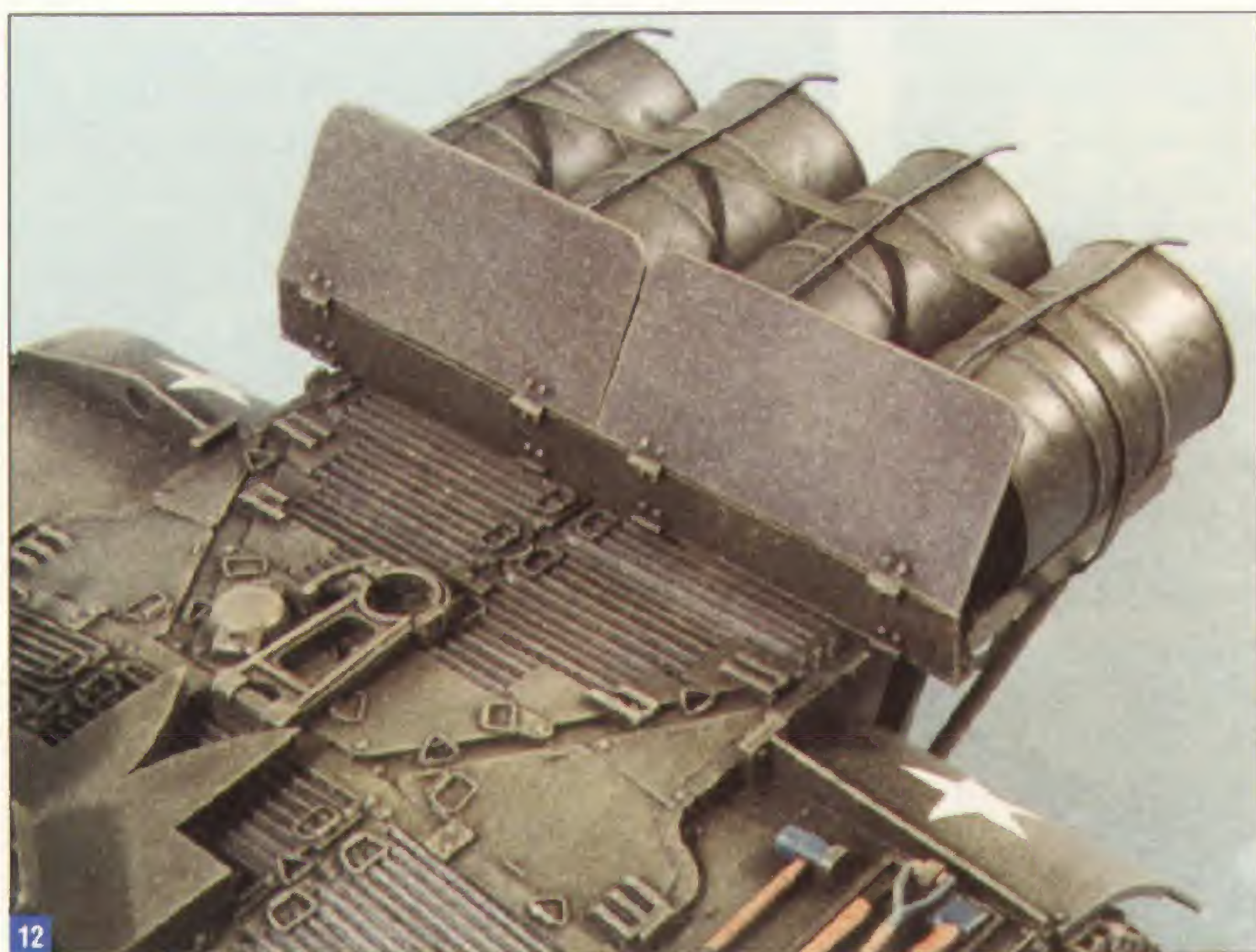
If you're going to build any M-48 series vehicle, I strongly advise that you go with AFV Club's T-142 link-to-link tracks. This has got to be one of the best link-to-link sets on the market, and has been reviewed in this magazine a couple of times (including in the last issue). Although some may question the need for link-to-link on an American vehicle with no track sag, the Tamiya tracks should be replaced because they are not accurate. Tamiya put the center guide horn in the middle of each track block; in actuality, each guide horn helps to hold two track blocks together.

Working with AFV Club tracks is a breeze. There's no problem with adding them once the vehicle is complete and painted. After some initial weathering for the tracks and the tank's suspension, I simply stretched the tracks around the sus-



48A1, so I went with the T-shaped break. CMD should sell this as a separate piece for detailing Tamiya's 'A3, since the CMD part is much more accurate.

The other visual differences between the M-48 and the M-48A1, aside from the driver's hatch, are the commander's cupola and the turret rear stowage rack. The CMD kit contains the early open cupola, which superficially resembles the Urdan cupola subsequently added by the Israelis to their Pattons. The CMD cupola is gorgeous, and it was a bummer not to use it. I replaced it with the enclosed M1 cupola that comes with the Tamiya kit. Tamiya rendered the later-style enclosed cupola with the vision ring and revised hatch. I omitted the vision ring (Tamiya parts D25 and D36) and seriously modified the hatch. I sanded off the bump characteristic of the later hatches, which left a large hole in the middle of the part. This was filled with a piece of sheet plastic and then covered with fine-grain Milliput. Once this dried, I sanded it to shape. The later hatches did not have vision blocks, so I had to cast two new ones from resin. I made the mold using



12

12. The fuel drums and the protective shield. You can't see 'em, but I fabricated the lines out of solder. I swear that they're under there. 13. The front end of the finished model. It's not mentioned in the text, but the horn on the right hand light cluster came from Tamiya's M-113 and the blackout light on the left was cast from resin. 14. Why they call it the flat-deck Patton. The M-48A1 sitting next to an almost out-of-the-box M-48A3. I've never worked with Gunze semi-gloss paints before, but I think that this shot really shows how it brings a model to life.

pension and connected the ends with two loose end connectors. Since AFV Club uses a slightly flexible plastic, you can really stretch the tracks taught. Gotta love workable tracks.

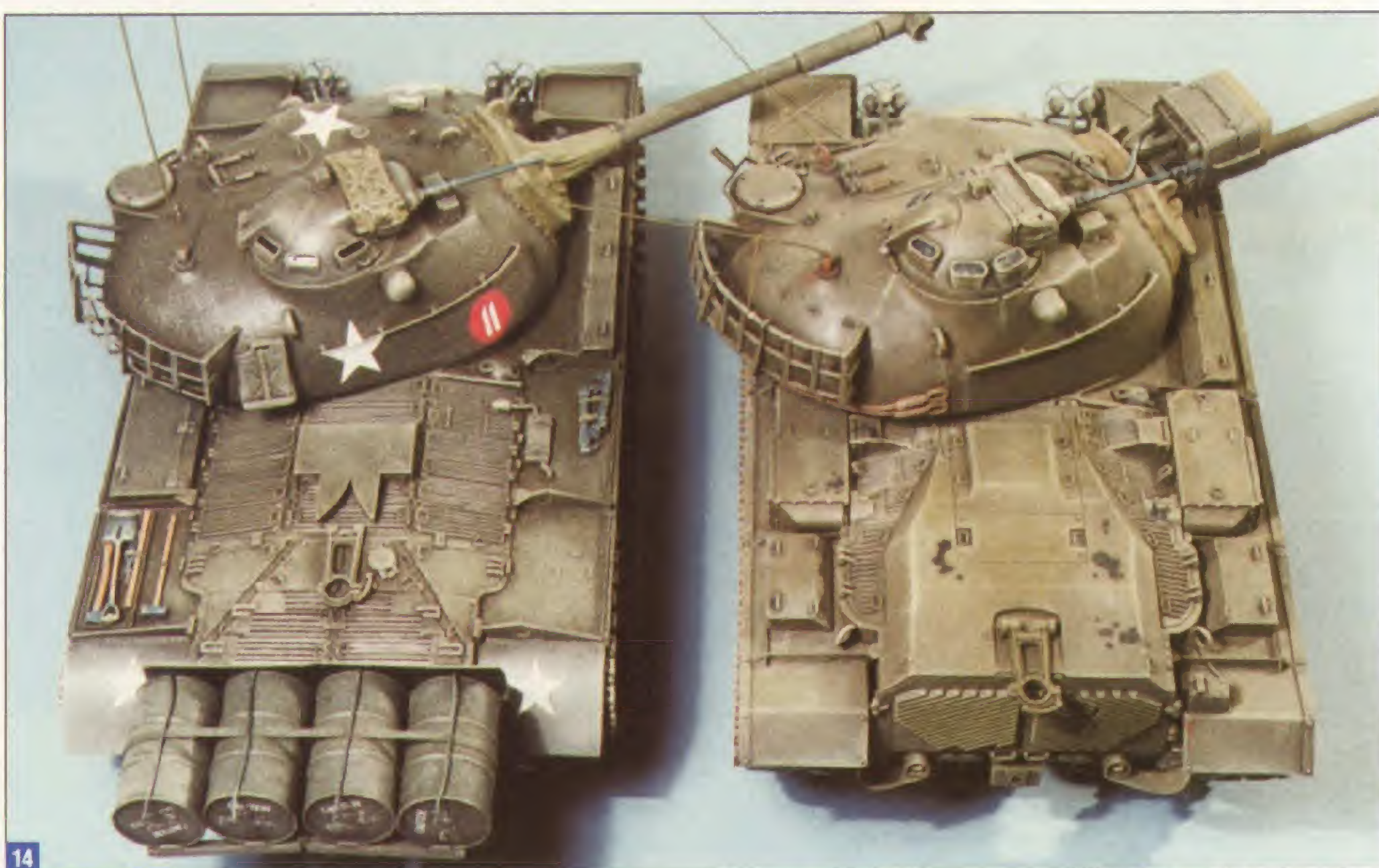
Cold Kentucky Paint

American tanks of this period tended to have a semi-gloss appearance. It is my understanding that this was due to the fact that the crews would coat vehicles with diesel fuel, and sometimes even gave the tank a gloss clear coat. To capture this look, I used Gunze Sangyo's semi-gloss olive drab. Once this had dried, I went over the model with a dusting of Tamiya's Olive Drab, just to tone the semi-gloss down a bit. I then gave the Patton a wash using burnt sienna and black oils thinned with Turpenol. I dry-brushed the vehicle with various light shades of oil paint. I must note that I really love the Gunze semi-gloss paint, especially once it's toned down a bit with a light over-spray of flat paint. When I sat the M-48A1 next to an M-48A3 I completed earlier this year in dead flat paint, I was struck by how much more realistic the 'A1 appeared. That subtle sheen really brings the vehicle to life.

The tank's markings came from a variety of sources. Unit and vehicle numbers on the front fenders are from Archer Dry Transfers, as are the bridge markings and the stars. I had to watch GI Blues a couple of times before I realized that there was a star on top of the turret! I took the "9A" registration number from the sheet of dry transfers I had custom-made by Archer. The tanks portrayed in GI Blues each had the vehicle's company number painted on the turret in a large red circle. I made a circular template using wide Post-It correction tape and shot the red paint using my air brush. When this dried, I used some generic dry transfers to fill in the number "11". To preserve the tank's sheen, I omitted the standard final over spray with dull coat. I added some miscellaneous stenciling to the bottom of the fuel drums, using my references as a guide. I'm guessing that it says "no smoking." I love the look of U.S. tanks from the late 1950s and 1960s. Dark O.D., no camo, lots of bright, fancy



13



14

markings. Guess they looked good on parade!

Once the markings were in place, I painted the various details (vision blocks, pioneer tools) and then added the four 55-gallon drums and the MV lenses. Once everything was in place, I gave the vehicle an overall drybrushing using Testor's Armor Sand. I also gave the vehicle a light spray of Armor Sand using the airbrush, paying particular attention to the lower hull below the fenders.

Elvis has left the building

Well, what can I say. This kit was a hunk o' hunk o'

resin love. Unlike a lot of other resin conversion kits on the market, CMD won't leave you in heartbreak hotel. As I said before, the CMD items go together flawlessly with the Tamiya plastic pieces. The kit typifies the high quality we've come to expect from CMD. It was a pleasure to build, and fills an important gap in the history of post-war American armor. More importantly, with some simple modifications, you can put the King's tank on your shelf, man! Thank you very much, CMD, thank you. 

—Bill Steinman, Esq.

MMiR RECCE

Chesapeake Model Designs M-48 conversion. Kit number CMD 24. Kit graciously provided by the manufacturer. Suggested retail price \$60.00.

Tamiya M-48A3 Patton. Kit number 35120. Suggested retail price \$27.00

AFV Club T-142 Tracks. Kit number 3510. Kit graciously provided by the editor (not sure where he got 'em!). Suggested retail price \$14.98.

Eduard M-48A3 PE Set. Kit number 35071. Suggested retail price \$11.99.

References

M-48 Patton In Action, by Jim Mesko, Squadron/Signal Productions, 1984. ISBN: 0-89747-165-2. Familiar Squadron format with good coverage of the entire M-48 series. Contains some excellent shots of the rack for the jettisonable fuel drums.

Patton, A History of the American Main Battle Tank, by R.P. Hunnicutt, Presidio Press, 1984. ISBN: 0-89141-230-1. The definitive and indispensable history of Patton tanks, from the M-46 to the M-60A3. Now out of print, but if you build vehicles in this family, you should really track down a copy.

Stormy Weather

Scratchbuilding the Ostwind German AA tank

Among the few German military vehicles not yet released as a scale kit, the AA tank Ostwind is one of the more interesting. So far, no model could be realized simply because the technology used was not known. No vehicle has survived in military museums and only few 3.7 cm AA guns can still be found. Today, however, most problems are solved due to the help of Count von Seherr-Thoss, who actually developed these advanced Flakpanzers in 1944/45. Von Seherr-Thoss graciously allowed access to his archive so the most relevant problems could be solved.

Historical introduction

Only a short time after production of the Flakpanzer Wirbel-

wind commenced, the German armored forces demanded a better armed vehicle.

Although famous for its firepower, the 2cm gun was regarded as insufficient to deal with modern fighter bombers. As a consequence, it was decided to develop a similar solution using the more powerful 3.7 cm Flak 43 in an open top turret.

The 3.7 cm Flak 43 was an interesting development. Mounted laterally to its carrier, the gun was 300 kg lighter than its predecessor, the 3.7 cm Flak 36. Ammo supply was situated well to the rear of the gun, in the center of rotation. This made the life of the loader much easier, since the position of the ammo supply tray did not change significantly during elevation. Although the gun was not belt-fed, the introduction of linked ammo frames of 7 rounds each increased the rate of fire significantly (180 rpm compared to 80 of the Flak 36).

The original optical equipment of the Flak 43 (Schwebedorvisier 43) was not used. According to Count von Seherr-Thoss, the optics of the 2 cm Gebrigsflak 38 were adopted instead. This consisted of a telescope 3 x 8' (Flak) for ground combat and a AA telescope 1 x 40' with wider field of vision.

Scattering of the Flak 43 was comparably high, influencing the gun's accuracy. Paradoxically, this scattering improved the hit probability, therefore this was taken into account. Engineer von Seherr-

Thoss remembers, "Forget about accuracy! Fighting against air-planes means that you have to pump as much lead into the air as possible. This was one of the first lessons we had to learn..." A belt-fed ammo supply would have further increased the rate of fire, and would have saved the loader. Furthermore, the ammunition itself was not state-of-the-art. The introduction of more powerful equipment was not possible due to the influence of the Heereswaffenamt (army ordnance office).

Ostbau in Sagan, having in stock a standard production "Möbelwagen," used this 3.7 cm Flak to construct a prototype. This soft steel vehicle was ready in the summer of 1944 and was subsequently sent to the western front in September 1944. After returning damaged, but successfully tested, this vehicle and the construction plans were given to Deutsche Röhrenwerke in Duisburg, where manufacturing was prepared immediately.

The turrets were produced according to these plans, but were slightly larger than that of the prototype. During production, the modified guns were inserted. Brand new hulls were delivered by Krupp-Gruson without superstructure. The standard Pzkw. IV superstructure could not be used and a special Sonderaufbau for the Ostwind had to be

developed.

Information on

Ostwind production numbers are scarce. Since American troops reached Duisburg in early 1945, the production facilities had to be evacuated to central Germany. According to T. Jentz, only six were reported to be ready in late March 1945. It is however possible that further vehicles were built, as other sources speak of more than 40 units produced.

Organization

The table of organization of 4-1-45 was assigned a mixed armored AA company (gem. Pz-Fla. Kp.). The company had two platoons, the 1st was equipped with eight AA tanks, either Wirbelwind, or Ostwind, or mixed (see below), plus support vehicles. The 2nd platoon had three Sd.Kfz. 7/1 with 2 cm Flak-Vierling 38/1, plus support vehicles. The armored AA platoon (Pz-Fla.Zg.) could occur in three versions, subject to demand or possibly to availability of AA tanks. Ausf. A had 4 Wirbelwind (Sd.Kfz. 161/3) and 4 Ostwind (Sd.Kfz. 161/3). Ausf. B had 8 Wirbelwind, Ausf. C had 8 Ostwind respectively.

This table of organization was valid, as proved by an US POW interrogation dating from 3-3-45. According to the POW's statement, StuG Abt. 200 used a mixed platoon of 4 Wirbelwind and 4 Ostwind.

Combat value

Combat reports of German AA tanks are not known to the author and even Count v. Seherr-



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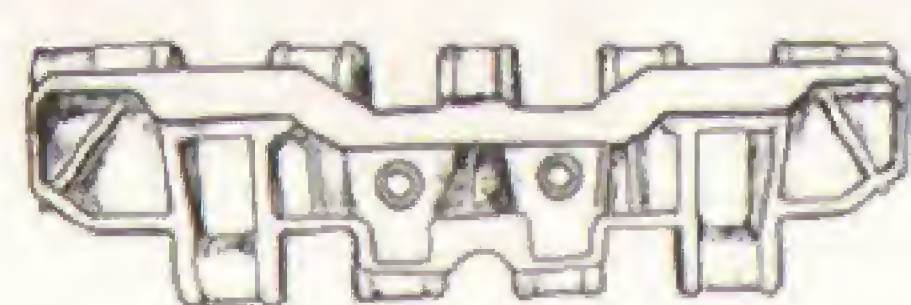
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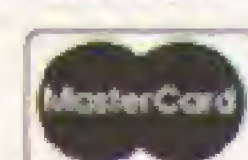
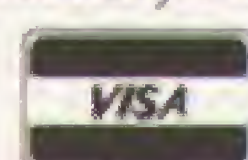
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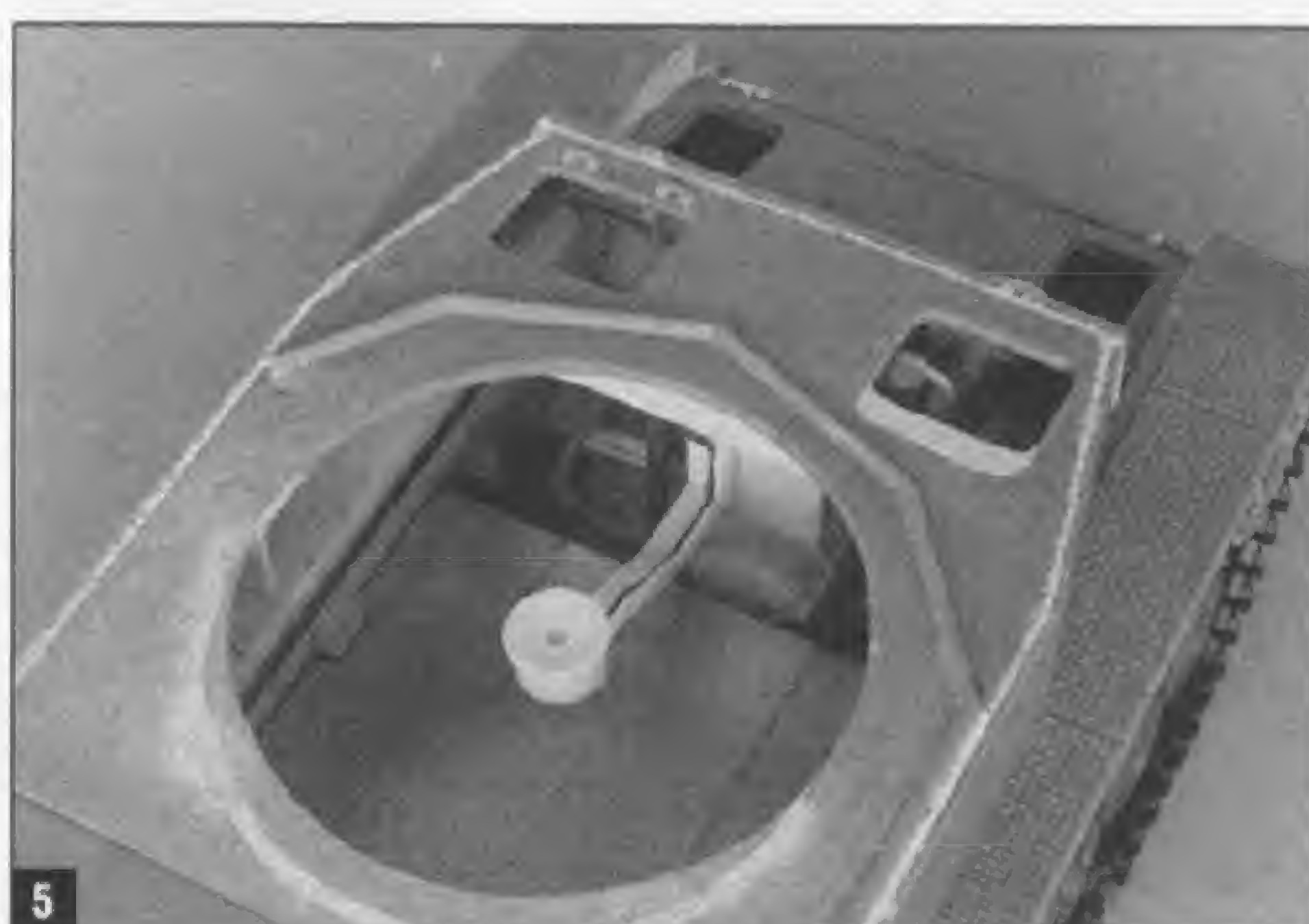
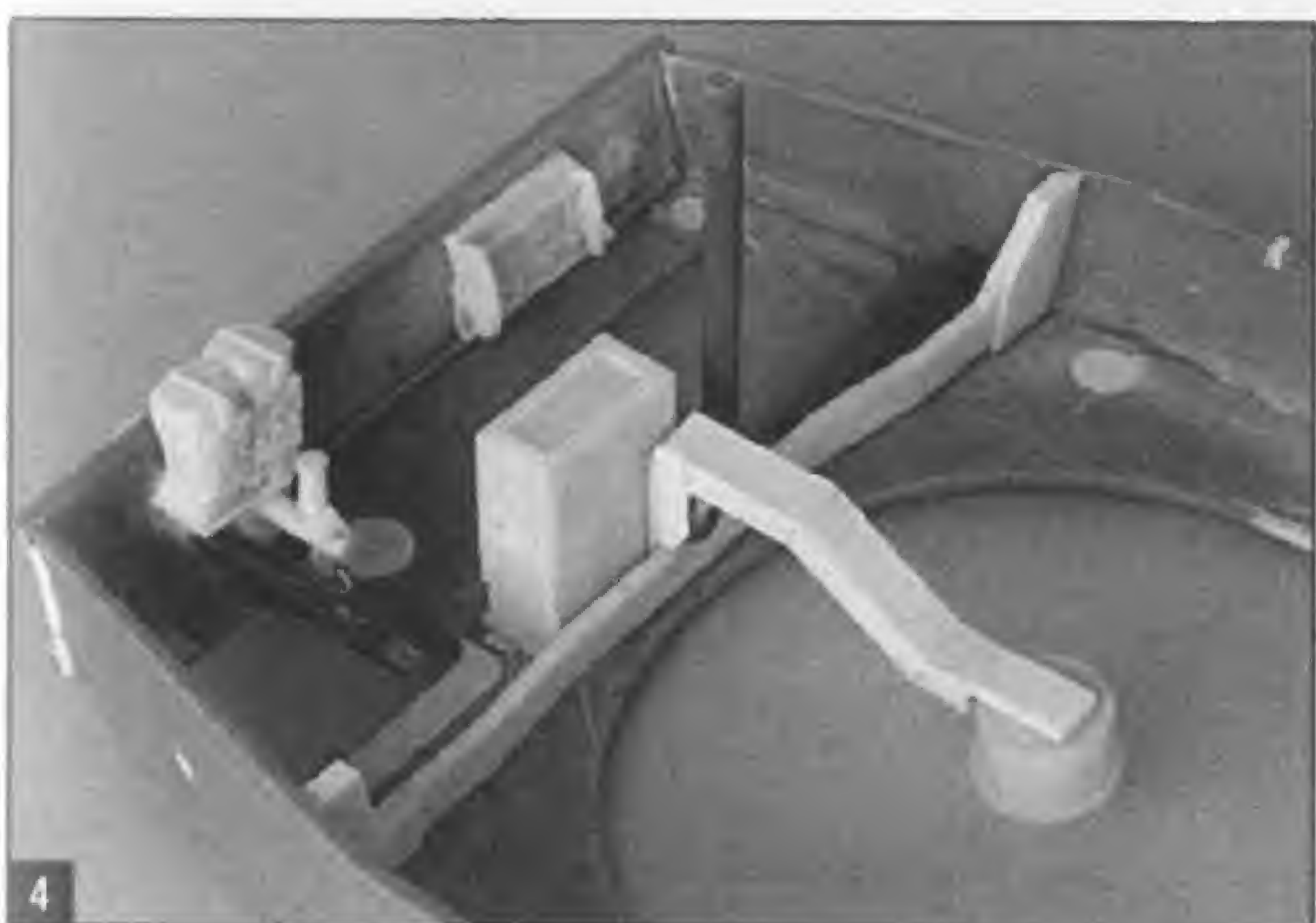
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1. The unpainted model from the left side. The turret gives the Pzkwf. IV hull a considerable height. The turret was made from scratch using original construction plans. 2, 3. The interior of the Dragon hull was accomplished with parts from the Gunze Pzkwf. IV interior set. This arrangement, however, had to be modified. So I added a four-part base plate for the fighting compartment's floor (PE plate from Aber). The radio operator's seat was moved forward significantly. 4. The superstructure from below. The rearranged turret ring is visible. Behind the separation wall, the arm for the slip ring transmitter was mounted. Location for the radio was changed, as well. 5. Here the slip ring transmitter is visible again. Note that the turret ring was shifted forward. 6. The turret was made from scratch from 0.75 mm plastic sheet. I started with the base plate. The side walls were attached using a template, which was left in place till the glue had set firmly. The aperture for the gun

sight was cut out, a new flap from 0.5 mm plastic was inserted open. The empty shell cage was made using components of Italeri's 3.7 cm Flak 43. The lines of the intercom are clearly visible. 7. To the front of the gun mount the 3.7 cm gun laying mechanism was simply connected with this gear to turn the turret (still missing from the model). Note the tiny intercom extension box, which lay beside each crew member's seat. 8. This is the position of the commander. Note the electrical lines of the intercom system. 9. The gun mount for the 3.7 cm Flak 43 consisted of two parallel U-beams supported by three shorter beams. The U-profiles were welded to the bottom. I reconstructed this arrangement with solid plastic material. The upper component of the slip ring transmitter was attached in the turret ring center. The junction box for the intercom was situated to the rear of the turret ring.

Thoss did not receive much feedback. There is just one lapidary statement of the Heereswaffenamt, that the newly introduced AA tanks worked "satisfactory." The Flakpanzers were successful, since they carried relatively effective (and much feared) AA weapons ready to fire under armor protection. The feeling of protection, though deceptive, was surely important for the respective units. It can be postulated that effectiveness of the Flakpanzer consisted of deterrence to a large extent. Allied fighter-bomber pilots flew significantly higher when noticing tracers, thus limiting their own effectiveness.

The Flakpanzers were often used against ground targets with great success. This fact and their low production numbers limited their effectiveness in the AA role. Thus the Army Ordnance Office statement could be a simple paraphrase of "something is better than nothing." It should not be forgotten that the Wirbelwind and Ostwind solutions were realized by very few men in a very short time under extreme pressure and poor conditions.

These early Flakpanzers developed by von Seherr-Thoss were reliable and useful weapon systems, the first of their kind—the first true AA tanks. They marked a development, which led to the first belt fed AA gun in German service, the 3 cm MK 103/38. Towards the end of the war, prototypes of the Kugelblitz (twin 3 cm MK 103) and Zerstörer 45 (quadruple 3 cm MK 103) were under troop trials and mass production was planned.

Construction, Pzkwf. IV chassis

I based my conversion on Dragon's Pzkwf. IV Ausf. J, a fairly good model. Since I wanted to include parts of the interior equipment, I had to use my imagination, besides the Gunze interior set. Also, the principles of the gun mount and all important dimensions of the turret/gun mount were known to the author, although many other problems, like the exact ammo storage inside the chassis, are uncertain.

The Pzkwf. IV chassis' were delivered by Krupp-Gruson. These hulls were taken from the late Ausf.

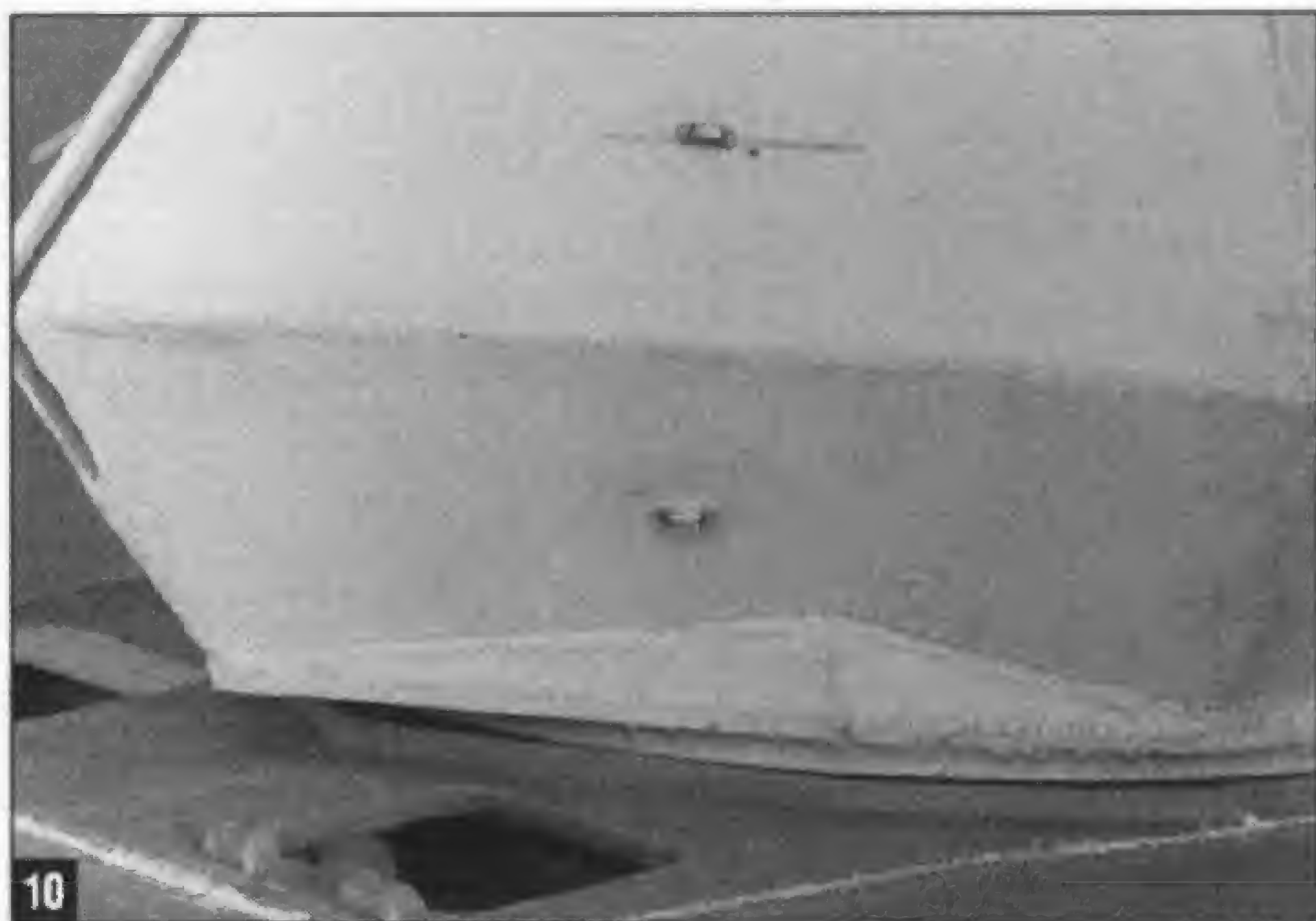
J production lot and were delivered without a superstructure. I started with the hull, which received some alterations. I added the late style incorporated towing loops at the front and aft. Then the complete running gear was assembled.

ModelKasten's workable track and Pzkwf. IV suspension were fitted at this time, as well. I removed the fenders from the Dragon superstructure and fixed them to the hull. Subsequently, the rear plate and the engine cover were added.

The hull's interior was prepared now. I removed all unnecessary reinforcements of the respective Dragon parts. Gunze's interior set offered most parts for my conversion. I inserted the bottom plate, plus gear box, the fuel tanks and the fire wall.

Note that the radio operator's seat was shifted to the front, as well, to give way for the larger turret ring. A new fighting compartment's floor plate had to be fitted above the fuel tanks. I used a PE part made by the Polish firm of ABER.

A modified superstructure, the so-called "Sonderaufbau für Ostwind," was used with the AA



10. I added loops for attaching foliage, as often seen with combat photos of Wirbelwind Flakpanzers. 11. Because of the turret, the radio operator's hatch was moved forward. I cut the front of the aperture and inserted a piece of plastic to the rear. The splash guard to both sides of the turret's front were made from thin plastic plate. The welding seams around this guard, and all other welding seams attached to the turret plate joints were made from putty applied using an injection needle. When set, I worked out the texture with a motor Dremel. 12. Italeri's gun was not

significantly changed. All armor shields and the separation wall between gunner and barrel were, however, omitted. 13. The box situated in front of the ammo tray was shortened. 14. The gun sight of the 2 cm Gebirgsflak was adopted for the Ostwind. It consisted of the small ground combat telescope and a larger 3 x 8° telescope for air combat. 15. A view from the top. Situation was rather cramped inside the Ostwind. 16. I added a lot of extra equipment. I made 10 ammo boxes for the 3.7 cm Flak. I made these using an old ammo crate as a pattern. Fuel cans were also added.

tank. This special superstructure saw the turret ring moved slightly to the front. To make room, the radio operator's hatch was moved forward, as well. Moving the turret to approximately 5 o'clock was necessary to allow access to the engine hatches. The Ostwind's (production type) turret ring was fitted centrally (the turret ring of the Wirbelwind was slightly shifted to the left, as this turret used the original PzKfw. IV arrangement. (Note that Ostbau's experimental Ostwind used the same arrangement).

To fit the new Ostwind turret, the frontal part of the Dragon superstructure had to be modified. The new turret ring was enlarged and moved forward to the center line of the vehicle. The radio operator's hatch was moved forward as well (Note that the contours of the old apertures are still evident. I reproduced welding seams with putty). I used the same method to apply all missing welding seams on the superstructure.

Internally, a four-piece removable floor plate was attached above the fuel tanks. Here the ammunition was stored in boxes of 3 ammo trays. The slip ring for the electric lines was situated directly behind the driver's/radio operator's seat. To the right of the hull, a large container was added. Here, two spare barrels for the 3.7 cm Flak 43 were stored.

When the interior was finished, the fighting compartment and the inner part of the superstructure were painted in a yellowish light gray. After painting all details, the superstructure and the gear box cover plate were glued to the hull. Now, further detailing of the base vehicle started, as some few parts had to be added. The rectangular box for the two spare barrels was fitted to the right side of the hull. All tools were taken from the better Tamiya tank tool set.

The Turret

Modeling the turret was a true adventure for me. I used original plans, but the modeler can rely on the good plans delivered by H.L. Doyle in Tom Jentz "Panzer Tracts No. 12" book. The turret was produced by Thyssen/Deutsche Röhrenwerke in Duisburg. It was a multi-angled steel construction of 16 mm thickness. The turret was open at the top to allow maximum elevation of the gun. A more essential reason for the open roof, however, were the unsolved problems regarding the elimination of the gunpowder fumes. The turret's front showed a slit for the weapon, supported in the interior to both sides by metal sheets. At the right side of the turret, a small hatch was added. When the gun was used against ground targets, this hatch was opened to allow direct sight for the gunner's 3 x 8° telescope. The turret was based on a plate which was slightly oversized. Below this plate, a round protective ring was mounted. This ring protruded over the turret outlines at the front, so the base plate was enlarged at this point. The enlarged area was provided with splash guards at both sides to avoid small splinters from damaging the turret ring. The base plate and the turret ring featured a large round opening, which allowed access to the hull's interior. To carry the gun, two U-shaped beams were mounted parallel from rear to front of this opening. This construction was slightly shifted to the right. I constructed the base plate using 1 mm plastic plate with a circular opening. This opening was reinforced below by a 1.5 mm plastic ring. The turret revolves on this ring.

The gun mount was fitted in the circular opening. The gun mount consisted of two parallel mounted U-beams. These beams were reinforced by lateral U-beams. I made this from massive plastic



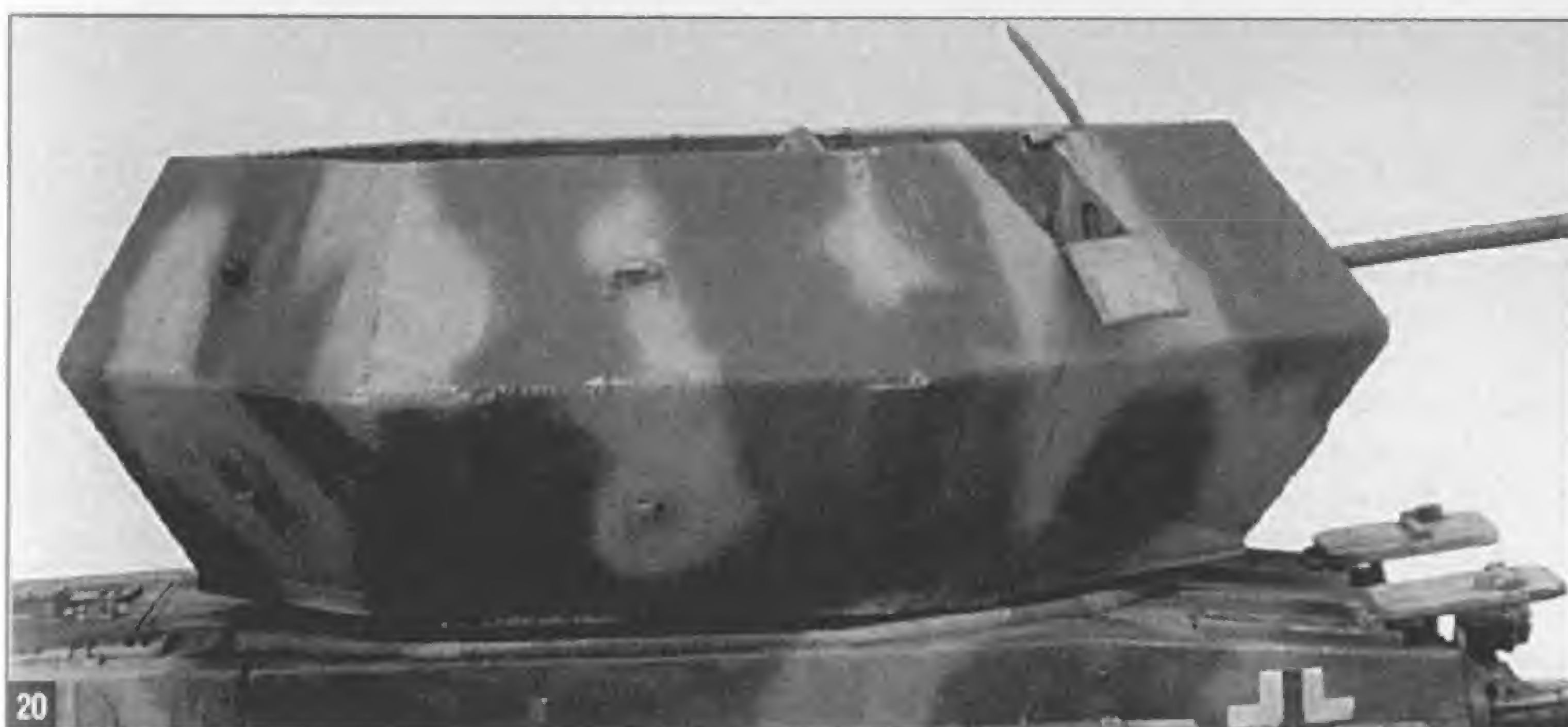
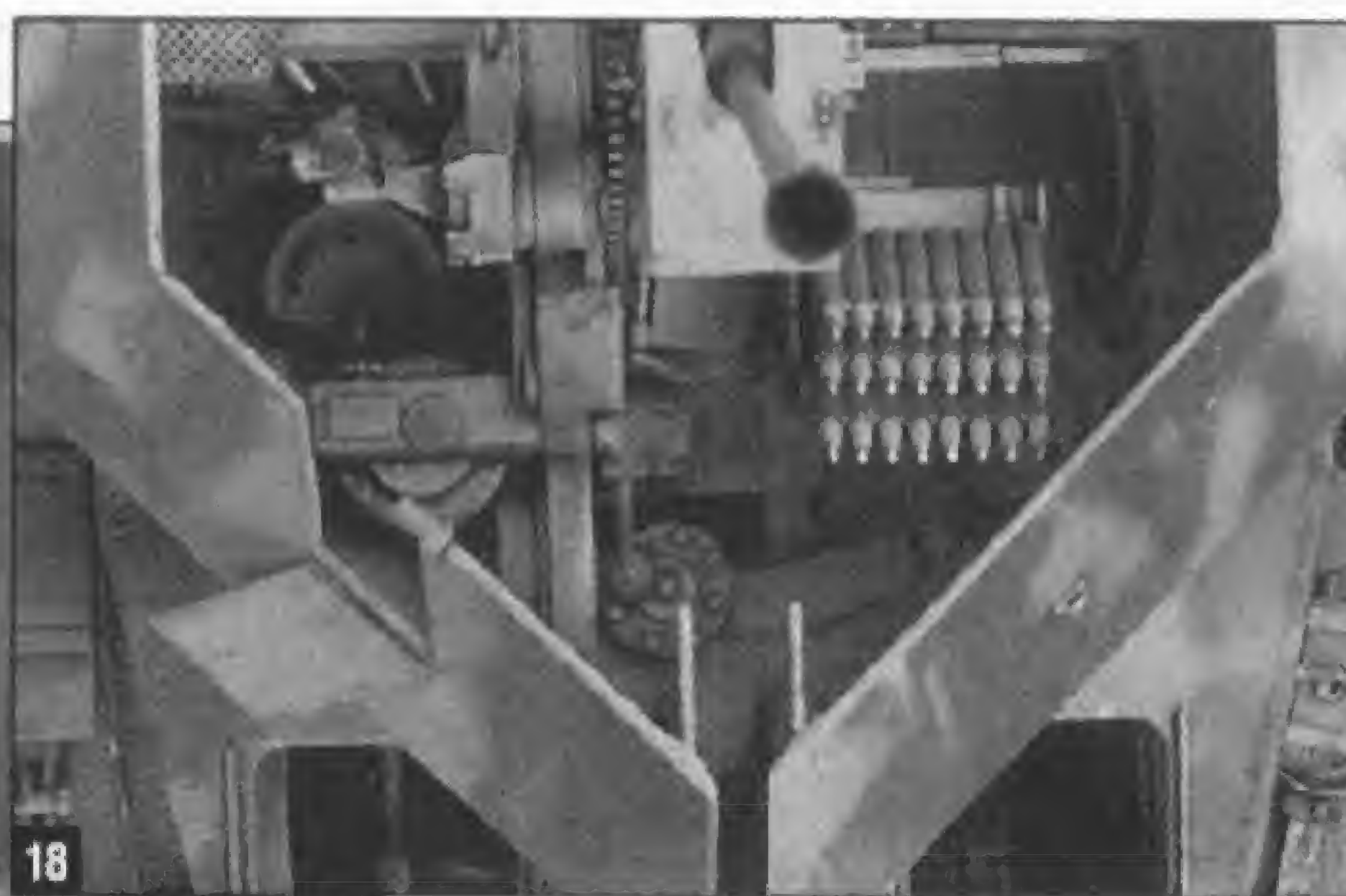
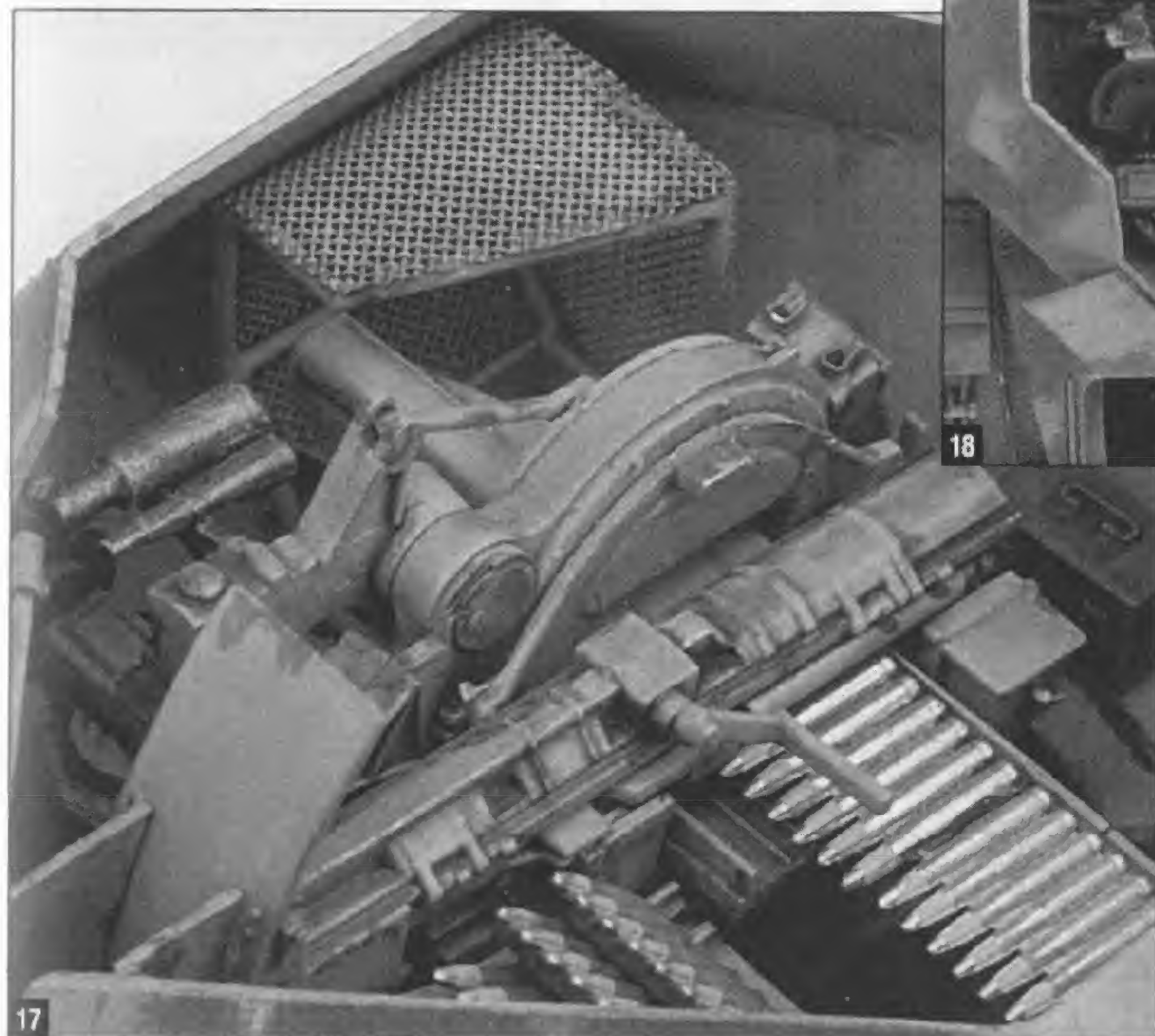
bars. This arrangement was mounted longitudinally in the turret base's opening/turret ring. Upon the base plate, two seats for the commander and the loader had to be fixed. The internal communication system led to a junction box installed behind the gun mount. Beside each seat, a connector extension provided access to the intercom.

I made the multi-angled turret body from .75 mm plastic plates. All single plates were carefully cut and assembled. I used templates made from 4 mm plastic to give a proper support while the glue was drying. When the body was complete, I filled the joints with putty and sanded the complete turret. The welding seams in the interior were reproduced again using putty and an injection needle. The outer edges of the turret were machined with a Dremel tool to create the delicate texture of welding seams. The small hatch for the telescope was incorporated into the upper right turret half.

3.7 cm Flak 43

As mentioned above, the 3.7 cm Flak 43 could be adopted entirely from Italeri. The gun was not significantly changed for use with the Ostwind. The shape of the base plate was slightly altered to fit the turret carriage; all frontal armor protection was omitted. The gunner's seat remained in its place. To the right of this position, upon the turret ring, his intercom extension box was mounted. Behind his seat, the shell cage was attached. The shape of this shell cage had to be modified to fit into the turret (it had sloped walls).

The gun shield and complete base plate can be omitted. The same is true for the armor shield sup-



17. An overall view from the top of the turret, note the open hatch. The gun sight, consisting of two telescopes, was taken from the 32 cm Gebirgsflak. 18. This view shows the gun and the empty case cage. This part was made using components of Italeri's Flak 43. Exact data was, however, not available. 19. The Gunze interior set offers good value for the money. I, however, had to add many parts. 20. The right side of the turret. Note the attachment loops used for wire holding foliage. This detail cannot be confirmed, but this was common practice with Wirbelwind AA tanks. The spare barrel container was made from plastic. I decided to do the large crate, as used with the "Möbelwagen." H.L. Doyle suggests a significantly smaller container; the reason is unknown. 21. The front hull. The Ostwind used the Pzkwf. IV chassis of the last J production lot. Of interest are the towing and lifting loops. I used

Humbrol colors (dark yellow # 93, red brown # 160, dark green # 30 lightened with yellow). The camouflage is a standard pattern. The dirt was "made" using powdered pastel chalk. With a wet brush even heavy mud could be achieved.

port (step 1C), which also can be omitted. The side traverse mechanism was slightly modified, a respective shaft to mate with the turret traverse gear (part of turret) has to be added. In reality, the Pzkwf. IV's auxiliary side traverse drive was used in this place, the shaft of the gun was bypassed and joined with it. I made a gear box from plastic and fitted it in front of the gun upon the turret mount. In front of the ammunition supply tray, a number of ready-to-fire ammo trays were stored. The Italeri parts 34A and 35A (step 2F) cannot be used, since this base box is too large. The Ostwind's storage contained only four ammo trays (parts 36A, 37A, 38A and 4 x 39A). A cage to catch the empty shells was fitted to the right of the gun breech opening. Italeri's parts shown under 4G1 can be used. The exact shape is not known. Here I again had to improvise. A new gun sight adapted from the 2 cm Gebirgsflak was used. In the frontal part of the turret the gun barrel was flanked laterally by two protective plates. These parts were made from 0.5 mm plastic.

Wireless equipment

The Wirbelwind used the same wireless system as the Pzkwf. IV. The arrangement consisted of two UKW E. e receivers and one transmitter 10 W s c. All apparatus were fixed to the left of the wireless operator. Driver and wireless operator stations were connected with the junction box (Kst.Pz. Nr. 20) via the slip ring transmitter. All lines of the intercom were routed in conducts inside the turret. The cables led below the gunner's seat to the junction box (Kst.Pz. Nr. 5c). Here is were the gunner plugged in. From this junction box lines led to the connector extensions (Kst.Pz. Nr. 21) near the load-

ers' seats. I reproduced all major components.

Camouflage and markings

I painted the model in the standard 1944 camouflage scheme of dark yellow base, with dark green and red brown patches. If used in combat, this, for my opinion, is the most likely alternative. I tend to use Humbrol paints, which get a lot of retouching with artist oil enamels. After applying the base coat, I painted the tools, which received a rust-brown wash. The wooden parts were painted with a lighter brown wash. The track was painted with thinned gray brown. A dry brush with silver followed. After several days of drying, the model was drybrushed using the slightly lightened base color.

Besides applying rust and wear, I tone down the kit with a heavily thinned mixture of brown and black oil enamel. The markings, I only used German crosses, were dry transfers—the best alternative. Finally, the whole kit again should be carefully drybrushed with the original base color, dark yellow.

low. Now the last superfluous paint disappears, leaving only the desired degree of weathering visible. I tend to over spray the whole model with a subtle semi gloss varnish, as even colors made for the military show a certain degree of sheen. Finally, I created mud using pastel chalks scraped off with a knife. This powder was applied with a wet brush. When dried out, I worked out the desired grade of dirt with a dry brush mounted upon my motor Dremel. Here and there I spread some grease and oil stains to add realism.

Acknowledgments

The author wants to thank Count von Seherr-Thoss and Tom Jentz, who helped with valuable information and wartime photos. Further information on organization of German AA tanks was submitted by Detlef Terlisten. Without the help of these gentlemen, the model would not have been possible. ☺

—Thomas Anderson

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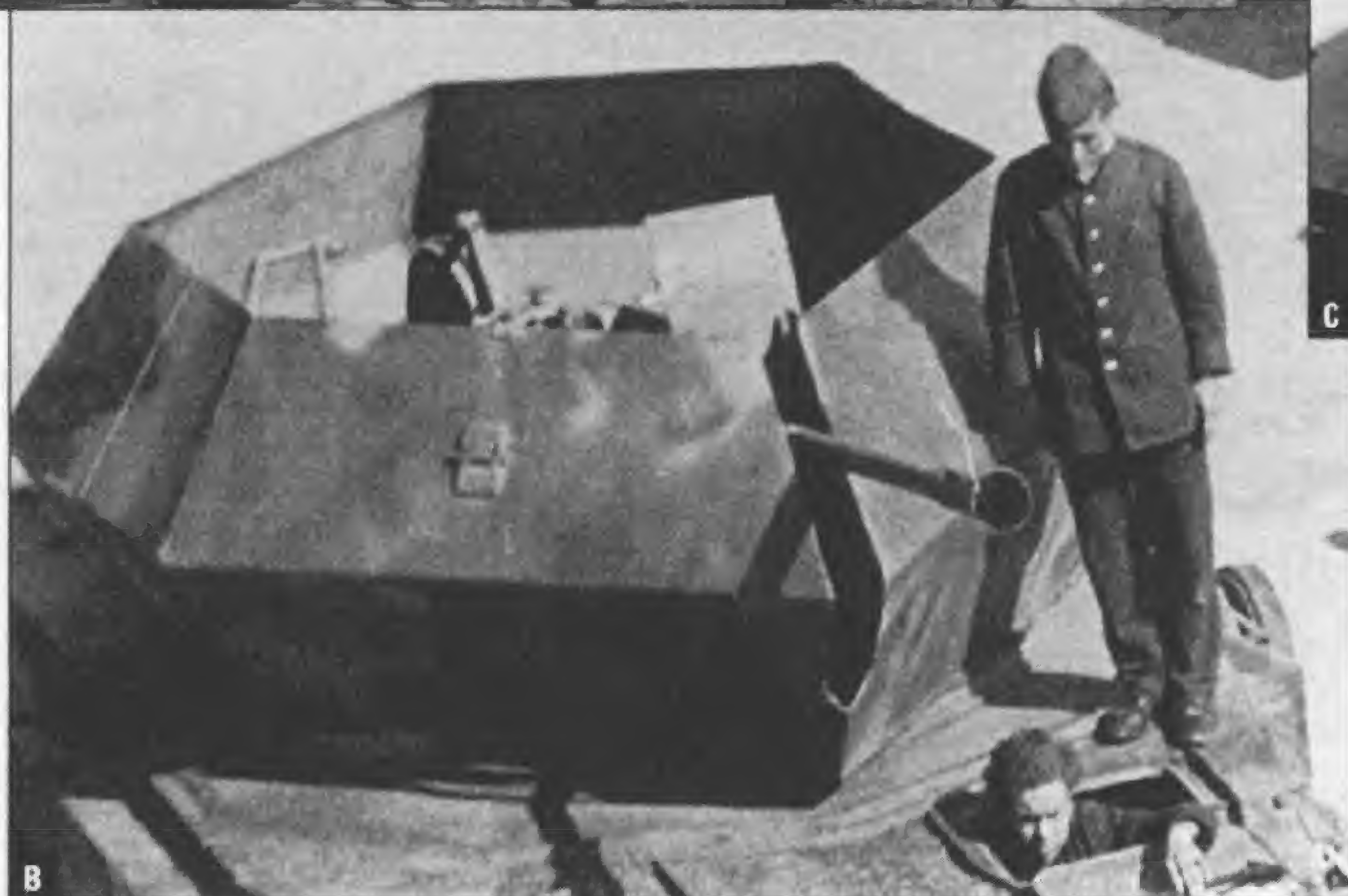
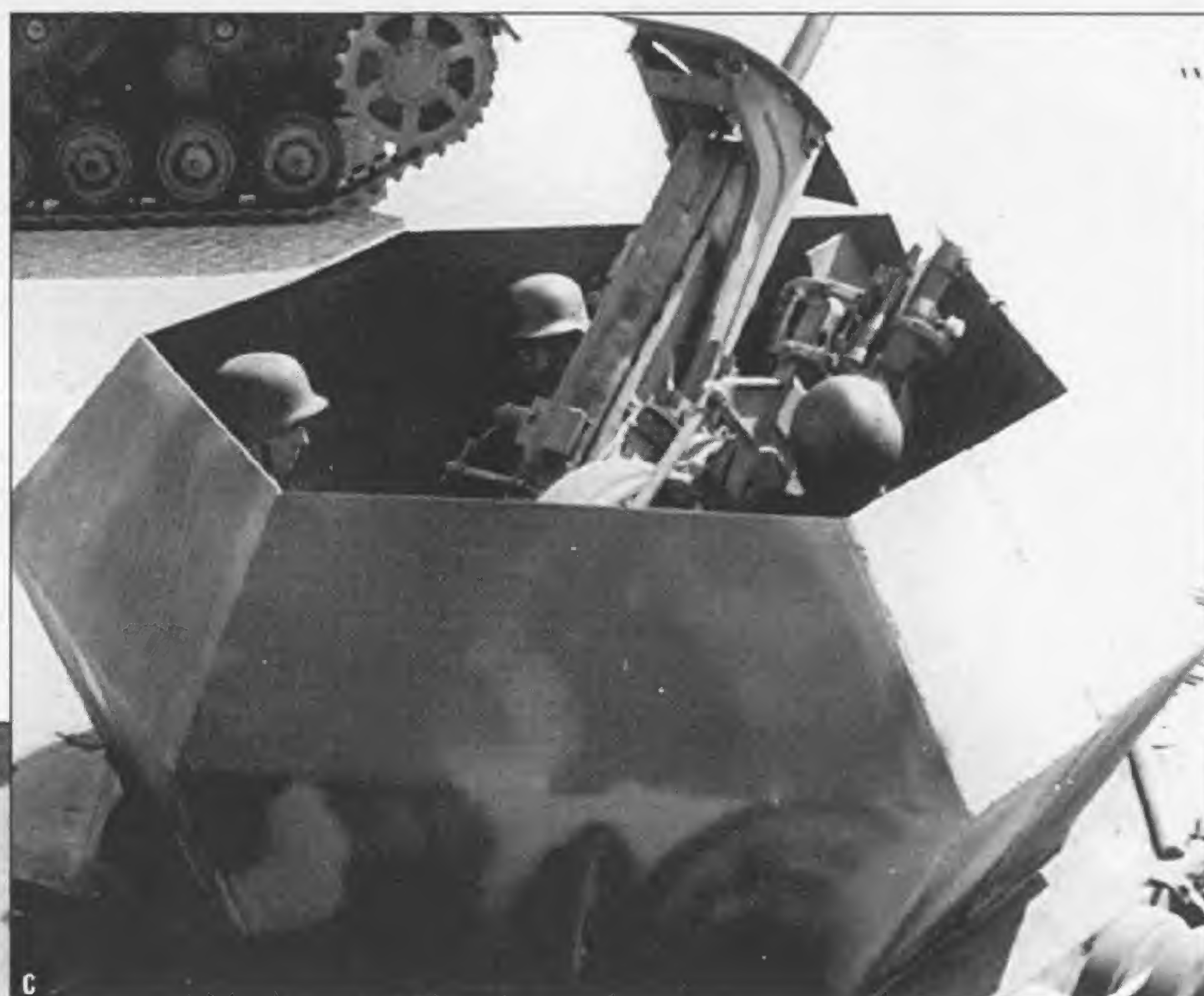
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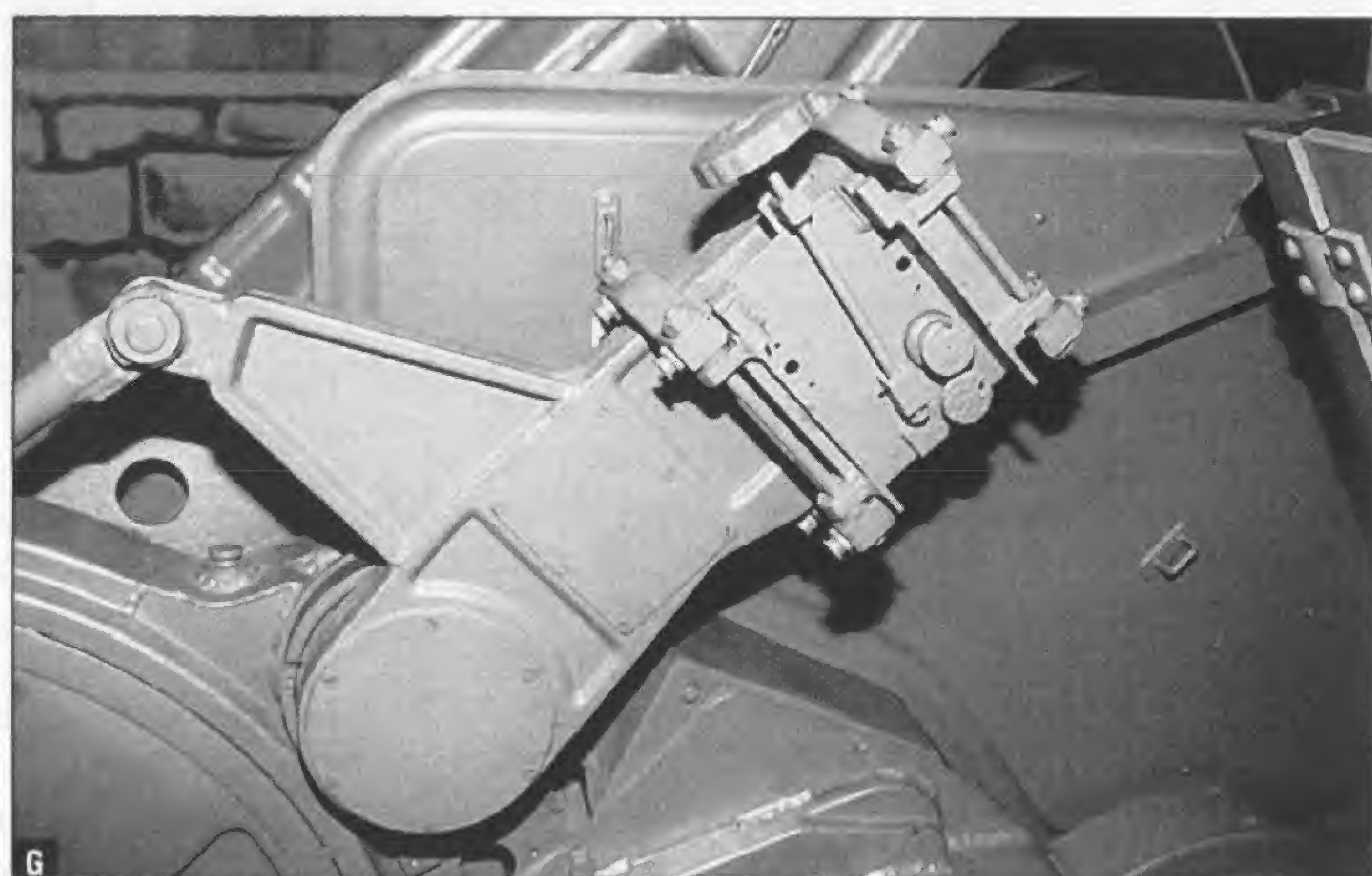
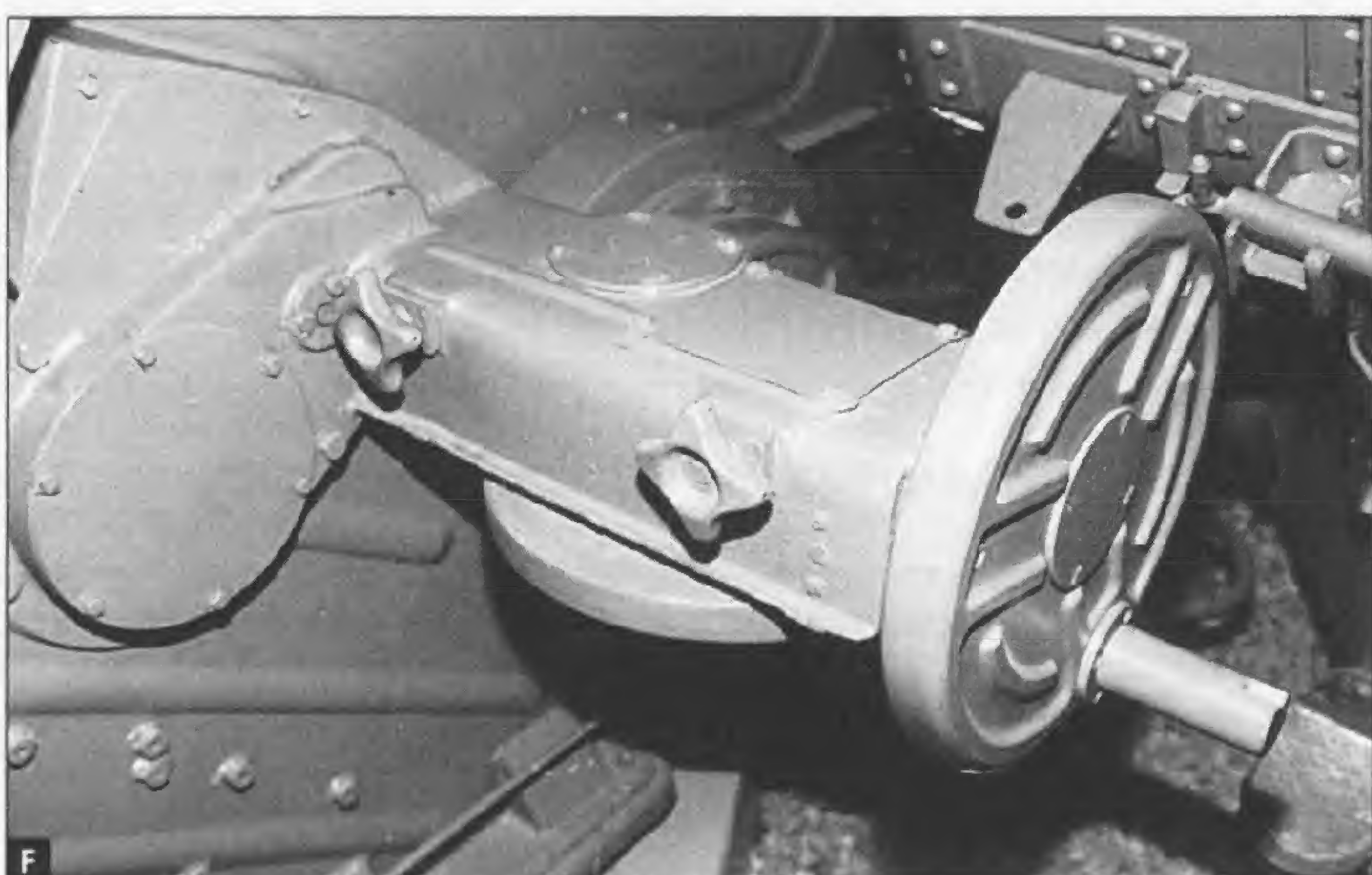
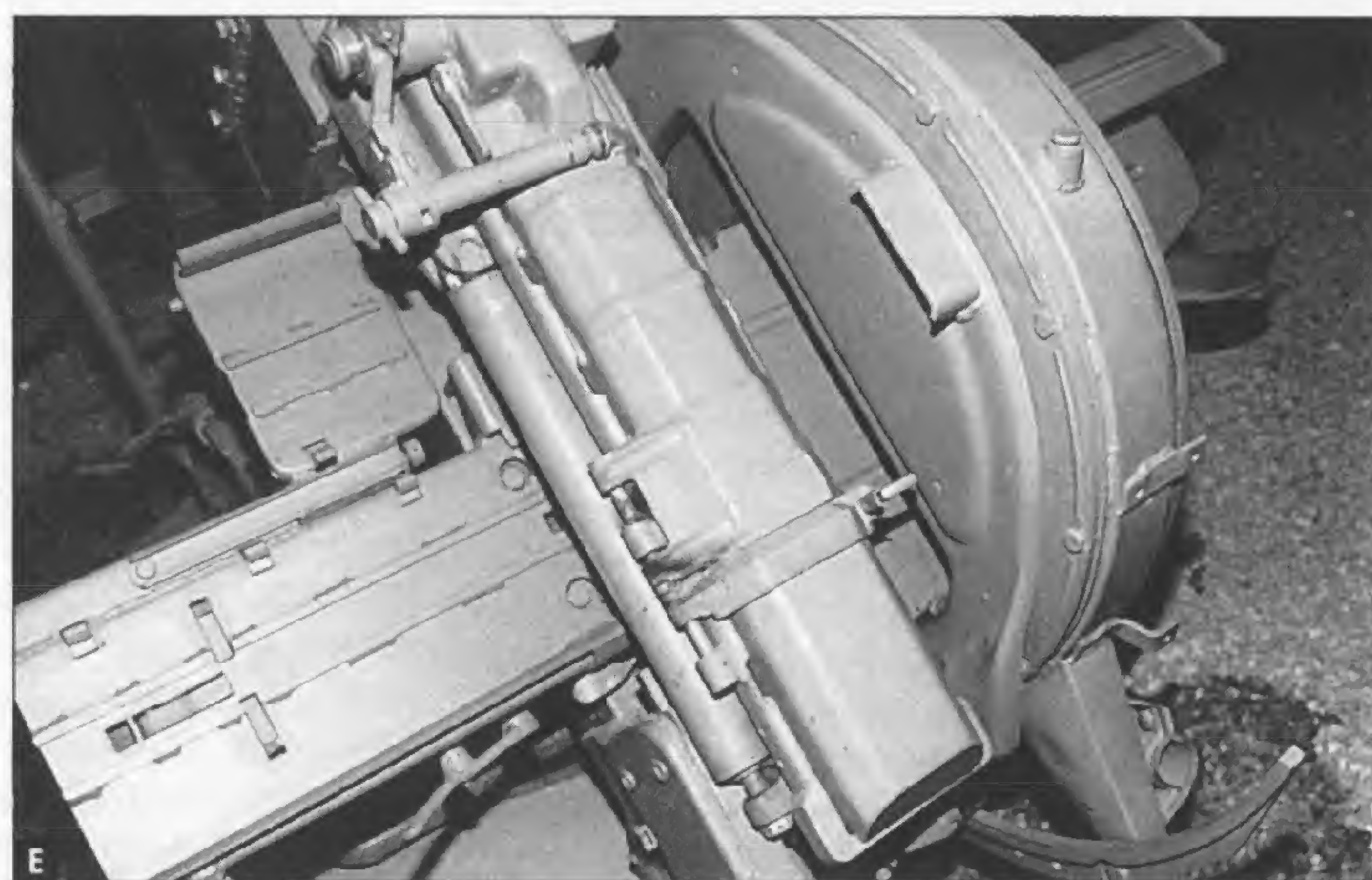
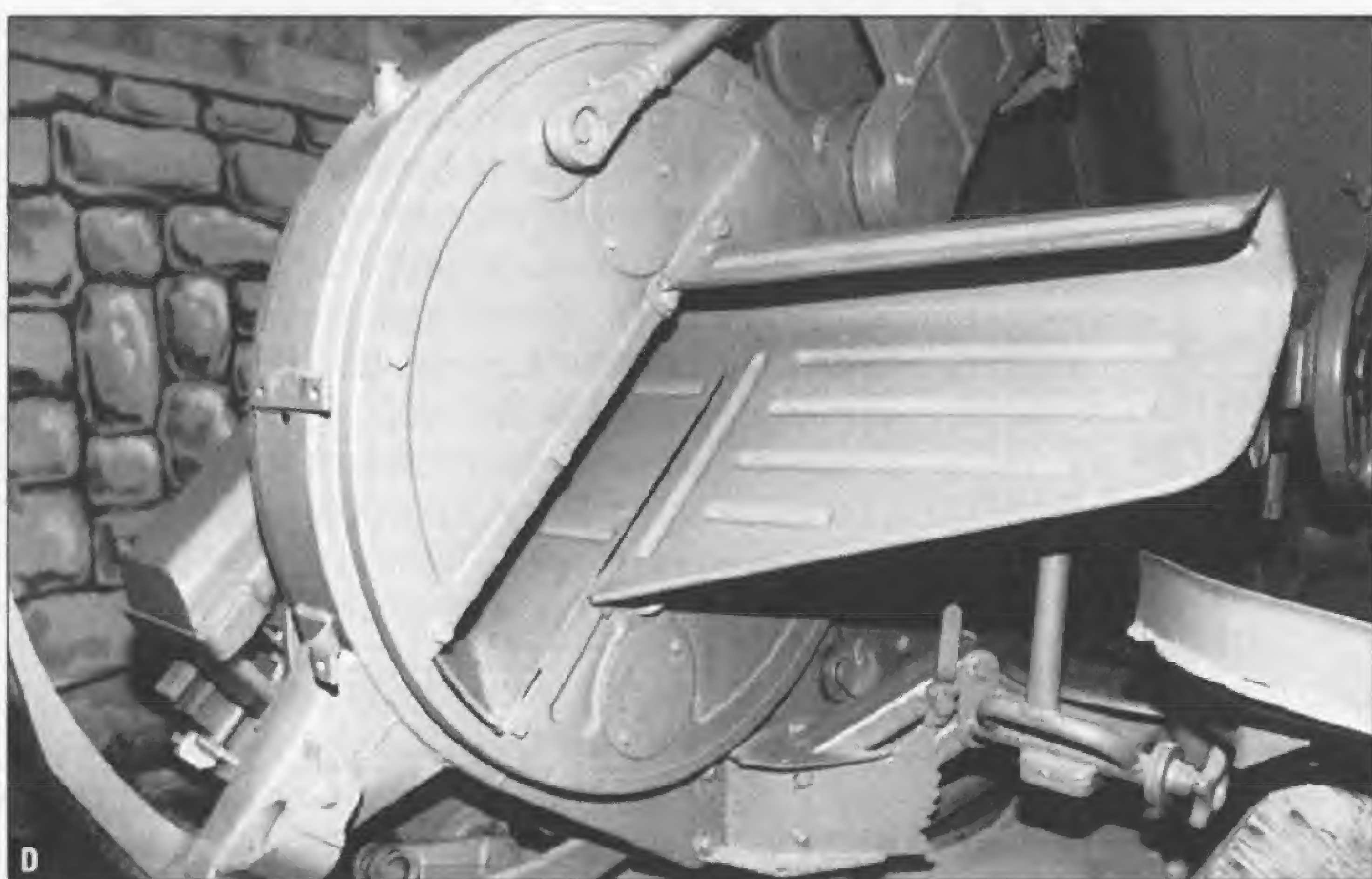
References

Model project supervised by Count von Seherr-Thoss, constructor of Wirbelwind and Ostwind. The accompanying photos.

OSTWIND IN PERSON

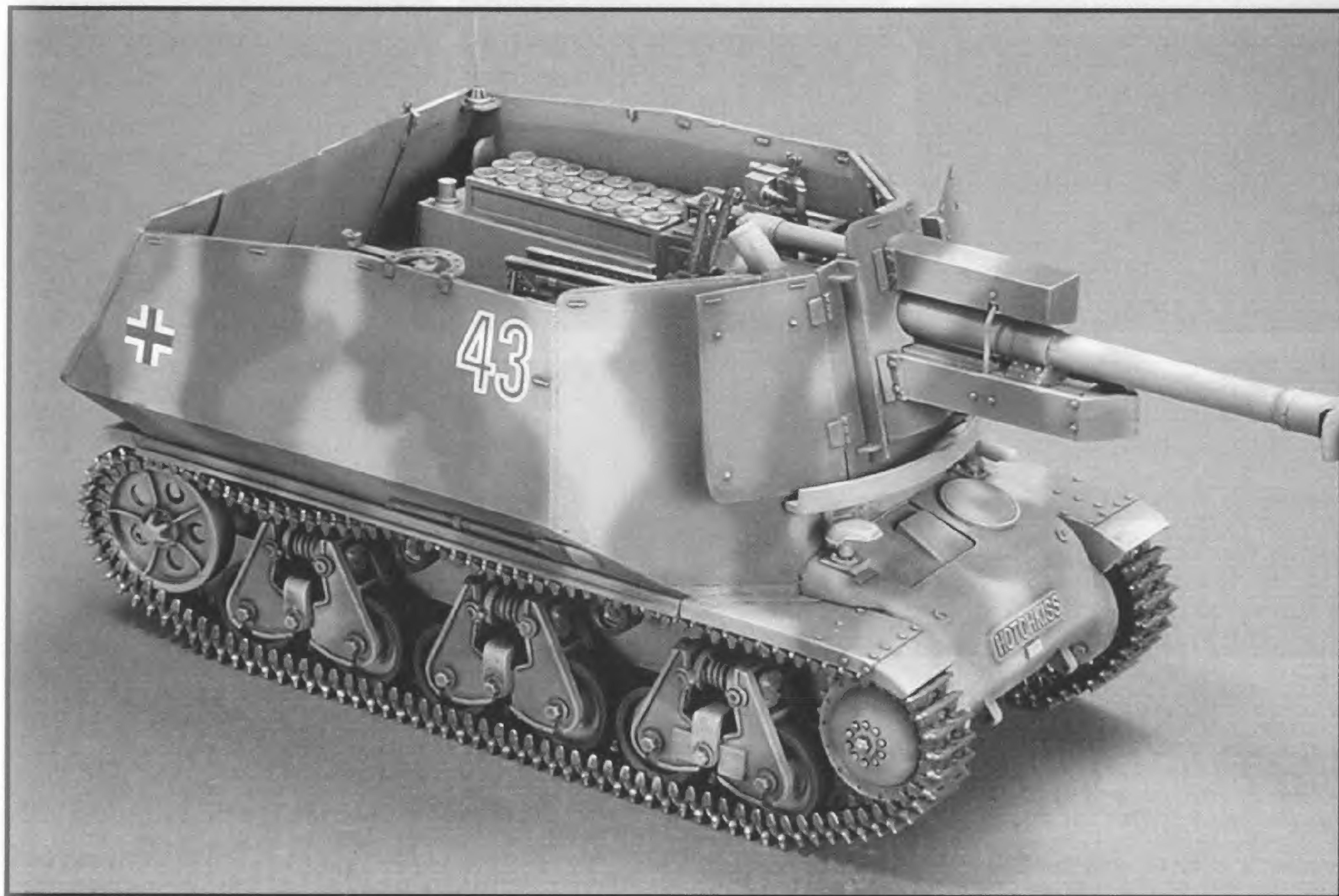


A. Count von Seherr-Thoss standing laughing on his development, the prototype of the 3.7 cm Flak 43 Ostwind. (Photo v. Seherr-Thoss). B. This close-up shows the position of the gun and the crew. The Ostwind offered much better protection for the heads of the three men in the turret. Note the Gebirgsflak sight device. (Photo v. Seherr-Thoss). C. Here the empty shell cage is roughly visible. Note also that the turret's plates were composed of scrap material. (Photo v. Seherr-Thoss). D. The 3.7 cm Flak 43 in Sinsheim, Germany minus its ground carriage. The gun lacks the empty round cage, the brackets, however, are still evident. E. The gun's tension lever is in the transport position. F. The massive bar situated in front of the gunner contained side traverse and elevating drive. G. Here the optics were mounted. Note the adjustment screws.



Geschutz This!

IT'S AN ALL NEW RESIN PARTY FROM ON-TRACK MODELS



In the opening years of the war the Germans captured a real butt-load of equipment. Surprisingly, only very little of it was put back into action. Some of the most recognizable vehicles were those of French origin. There were several self-propelled guns based on the chassis' of the H39, Somua and the Char B.

There were two vehicles based on the chassis of the Hotchkiss H39 light tank. One mounted the Pak 40 7.5cm antitank gun in a large armored superstructure and the other mounted the 10.5cm field piece. This vehicle, known as the Geschützwagen, was used in a role identical to the Wespe, as a self propelled artillery piece. Like the Wespe, they were formed into batteries and used for indirect fire.

This vehicle is the subject of an all resin kit from the Hong Kong based company of On-Track Models. On-Track has been specializing in all resin replicas of various German odd-ball armor. This subject was a bit of a surprise to me, but there was only the one other kit prior to this one. This was the ancient Gunze multi-media extravaganza that included

giant slabs of photo-etch and big chunks of white metal. Not many of you may recall this kit as it had a \$185.00 price tag. The good 'ol days?

I guess the On-Track kit could have been a conversion. After all, the H39 is (or was) available as a kit from Heller. As a matter of fact, the old Gunze kit included the Heller kit in the box. There is a different philosophy at work here. The idea appears to be to create a completely accurate kit from scratch, while borrowing a bit or two from existing plastic parts. Looking closely at the lower hull pieces especially, it's obvious that this is a completely scratch built Hotchkiss.

Kiss my Hotch

Beginning this kit means extracting it from the clutches of some major overpours. Some of the parts were difficult to remove as the over pours not only emanated from the bottom of the parts, but also the sides. I suppose this will help these parts fill properly, but make sure to bring your razor saw to this party.

Certain parts required repair and a few were a

total loss. More on these as I stick 'em together.

The instructions consist of a large sheet of exploded view drawings, and are supplemented with a sheet of color Xeroxed photos of the finished kit. The drawings can be a bit confusing at times and there is very little in the way of text to help you along. One bonus is a set of drawings that depict all the parts as they are found on the sprue. This is indispensable, as this is sometimes the only way to identify a certain part.

I started construction with the bogie trucks. Each of these consists of eight parts, two of which are very "launchable." The main part of each truck is molded in one piece, but a few of mine cracked in half at their thin mid-points. Not to worry as everything can still be glued together to form the unit.

The idler wheels were a bit close for my taste, almost kissing the last bogie wheel. I didn't realize it until after they were glued, but it appears that they are adjustable. It's not a whole lot, but it seems like it would help (I did later pry these off and it helped quite a bit).

I was really starting to like the kit at this point,



possibly see from the top. This portion of the kit is well executed and includes a complete transmission and drive train, as well as a driver's seat. Good show.

A black and white photograph of a LEGO Technic assembly, possibly a motor or actuator. The assembly is built using a long Technic beam with various connectors and a lever arm attached to one end. The internal mechanism is visible, showing a series of gears or a linkage system. The assembly is shown from a side-on perspective, highlighting its mechanical structure.

tos to illustrate the proper construction sequence. Before adding the gun into the cradle, I painted the cradle interior black. Once the gun is complete, it will simply sit on its mount and this in turn can simply be set into the superstructure. This makes it mighty handy for painting.

The upper portion of the vehicle is made up of large armored panels. They give it an almost comical look. The bulk of these panels almost eclipse the little H39 chassis underneath. The superstructure is made up of three main resin pieces, the two sides and the back. The side pieces include the bottom panels. These are impressive pieces of resin casting, showing no warps or bubbles. I glued the two sides to the back and then added the many small parts to the interior. This includes a variety of small braces,

as well as a gorgeous radio. It was at this point that I began to formulate a plan to paint this little bugger. The gun lifts out, so that was no problem. I figured if I could add the superstructure in one piece, then I could either add it after painting or add it before and paint through the holes opening.

This theory worked well up to a point. I couldn't quite get the large superstructure subassembly to fit up against the front of the vehicle. Something was holding it back. I finally determined that it was the engine cover. This is a large square piece that also served as a work platform for the crew. It appears that this piece is slightly too long. It was difficult to trim due to its forward lip, but I did get it to settle down eventually.

I'll take credit for part of this, as I did have a copy of Panzers in Saumur, which details the H39. However, I don't think it's too much to ask to have clearer instructions or even a few in progress photos.

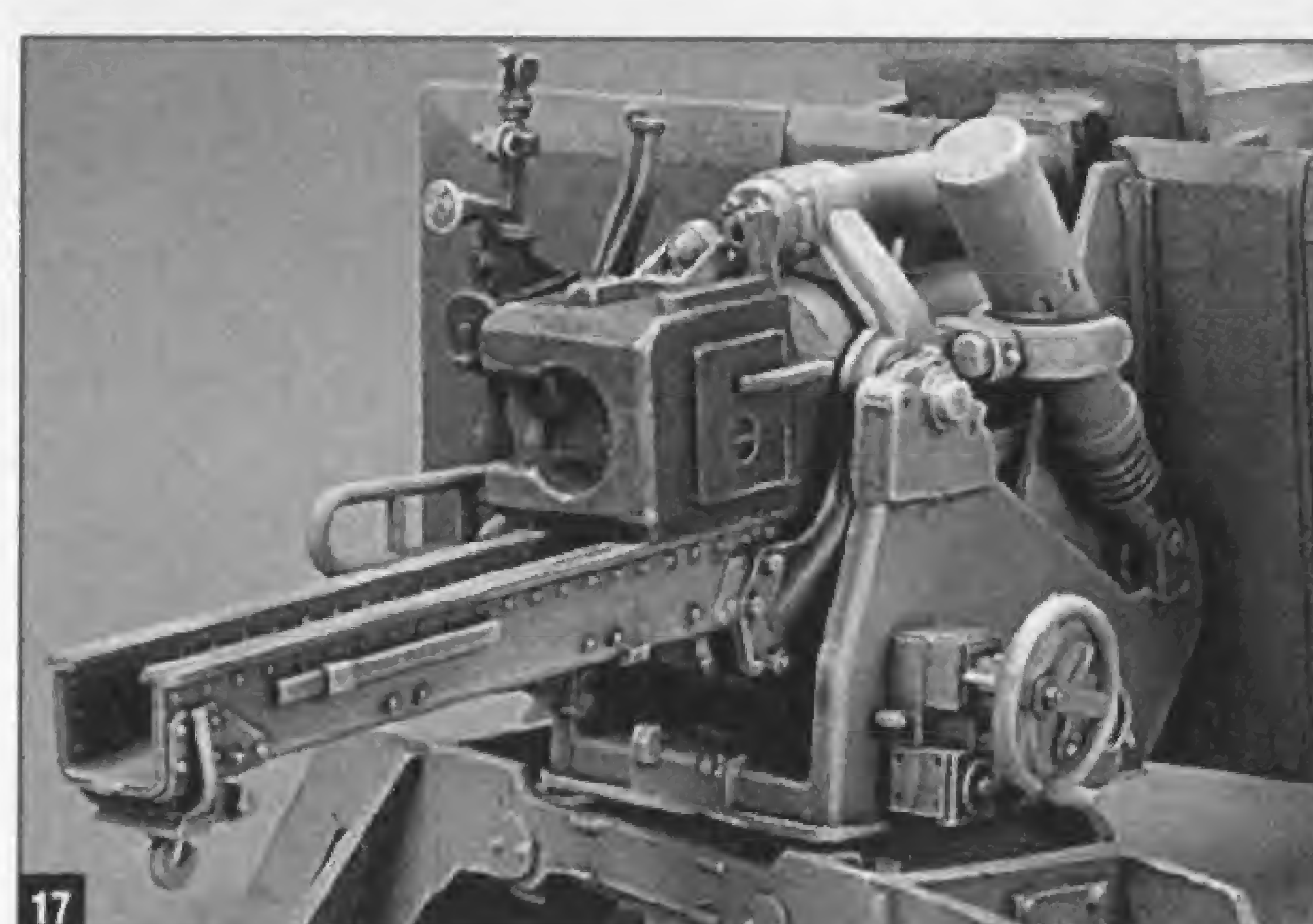
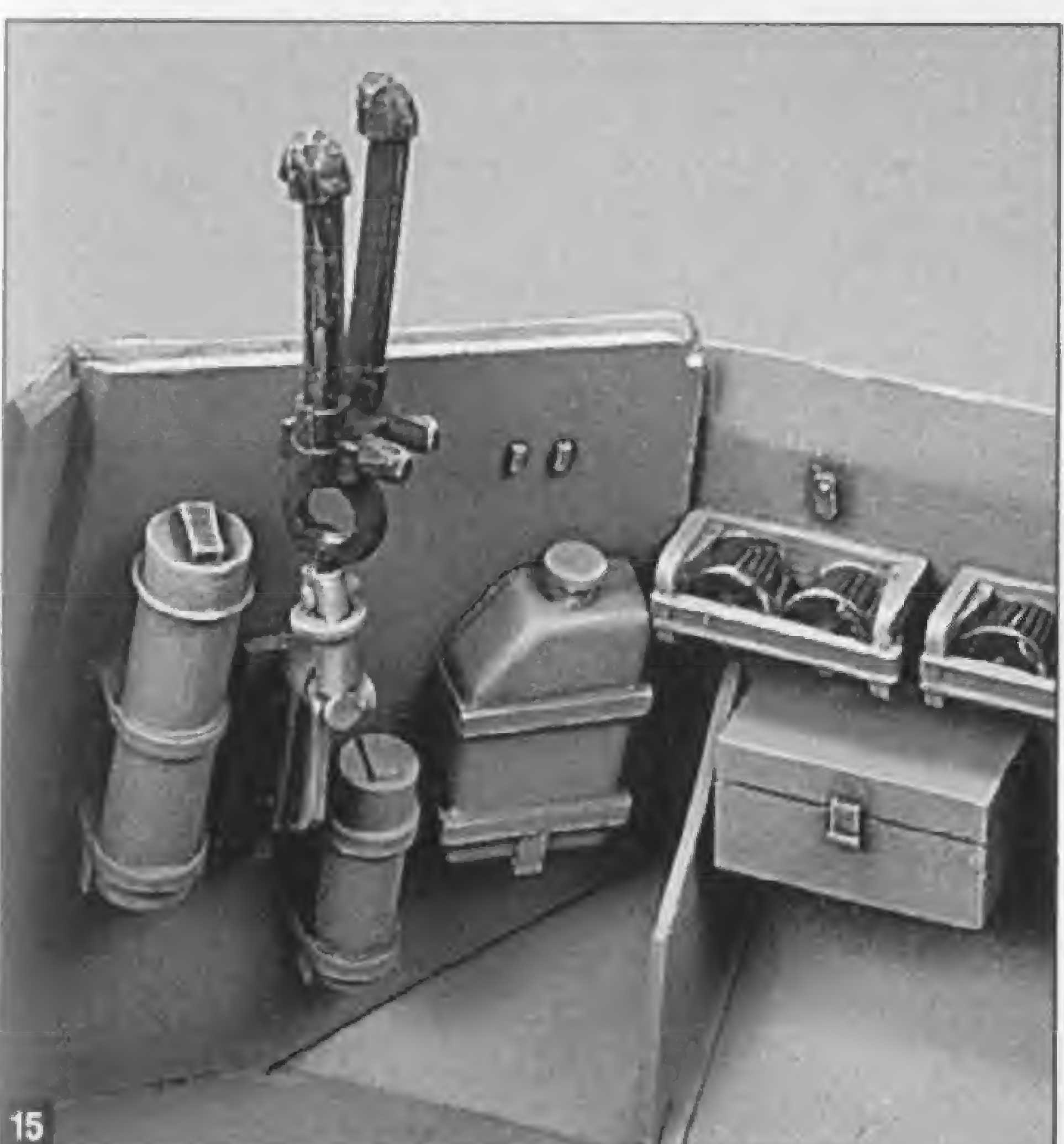
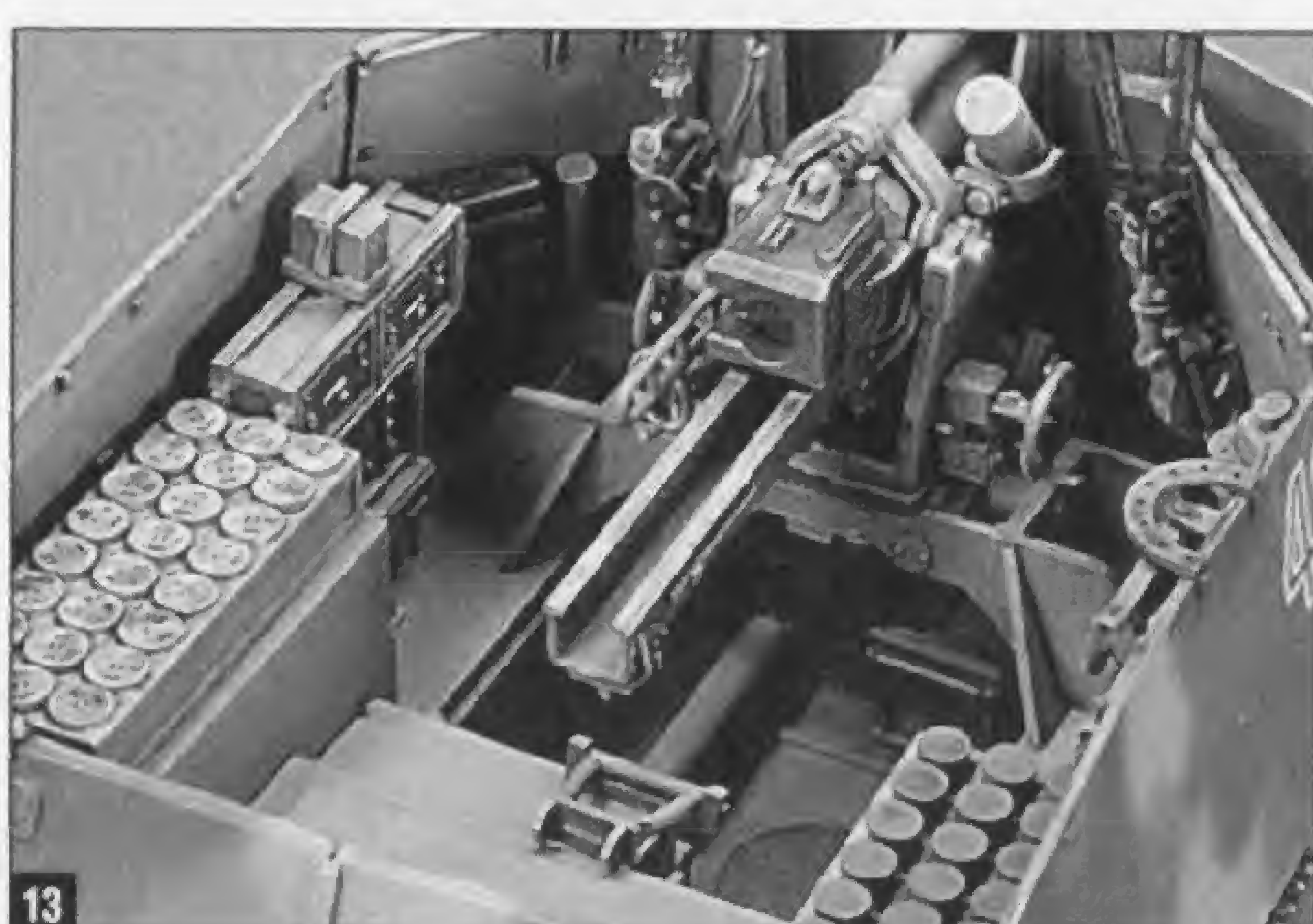
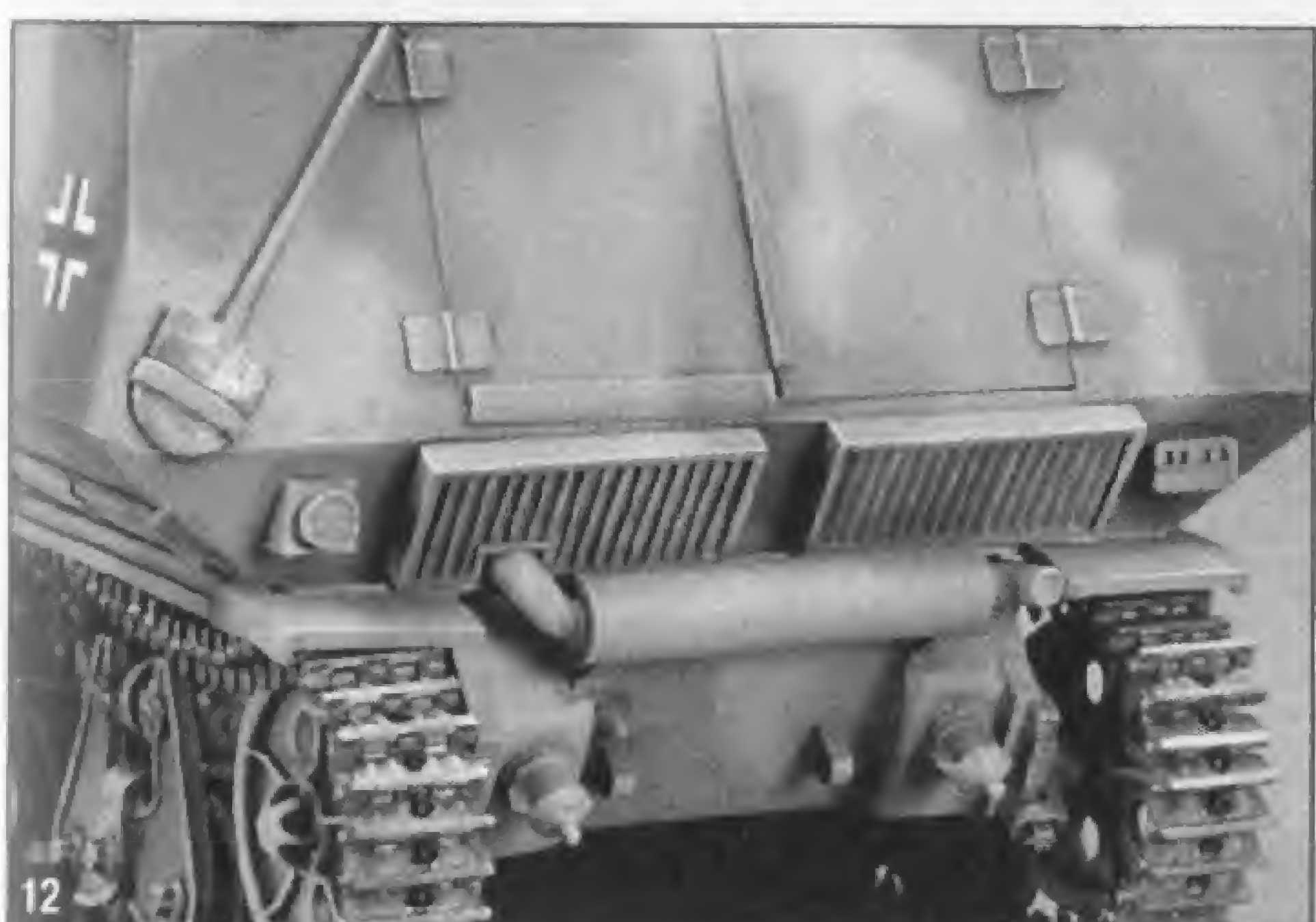
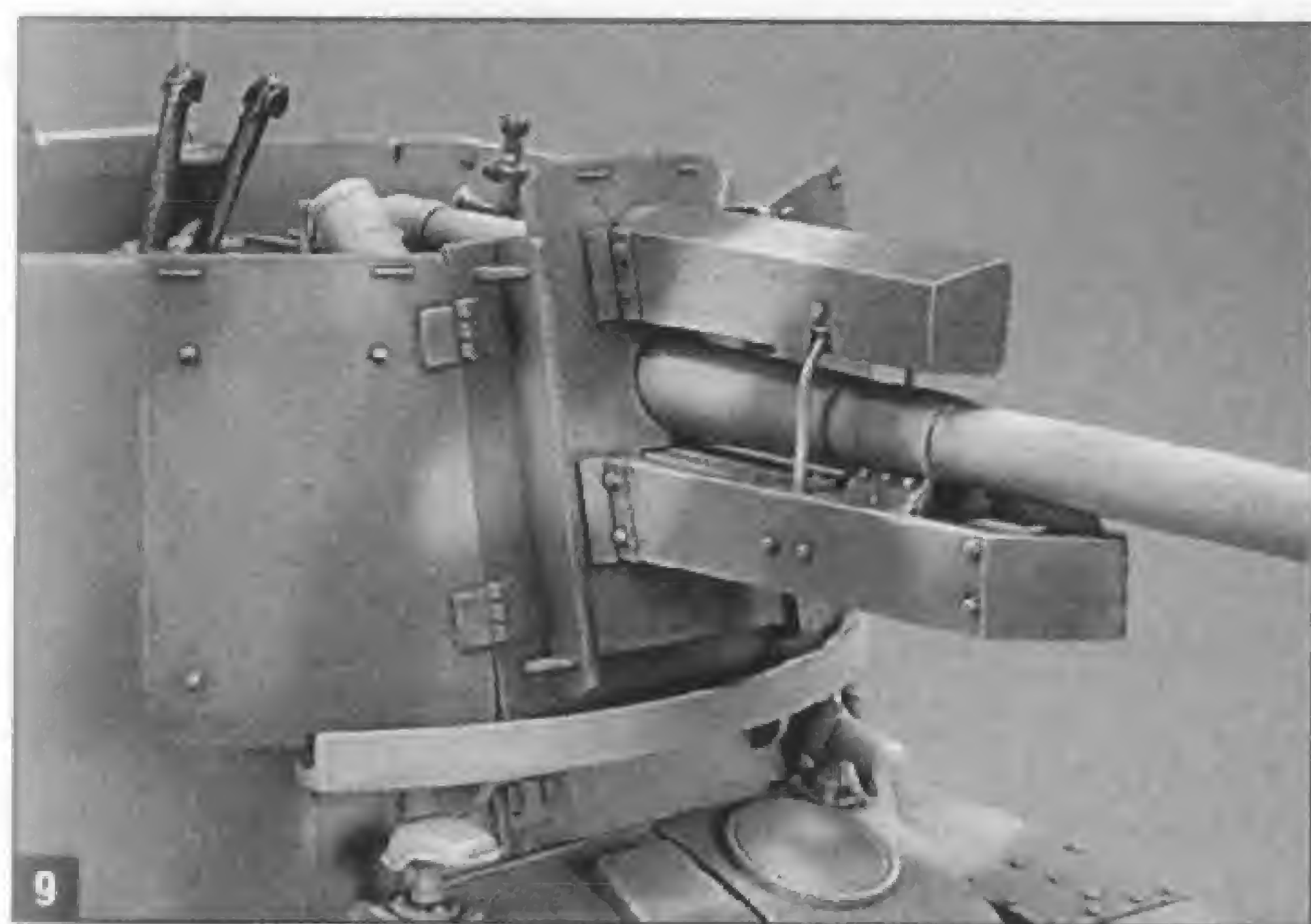
instructions detailing the gun assembly are hideous. Foolishly ignoring my references, I proceeded to assemble the whole thing, only to realize I had it all wrong. This meant lots of acetone to debond the superglue and a lot of cuss words and the

the Wespe and the Alan Panzer II. I ended up using the side trunnions, the top recuperator housing, the breech guard and the main sight. Things went a bit down hill from here. The

A few of these smaller parts were among the casualties of the over-pour wars. Fortunately for me, I had a 10.5cm gun left over from the mating of

interior shield and muzzle brake. Many of the parts appear to be "borrowed" from the Tamaya Wespe. Although it's an all new gun, I guess you'd be crazy to scratch built an identical

installed on the H39 was slightly different than its cousin installed on the Wespe. It has a distinct cradle and some of the gun laying equipment is arranged differently. The piece is also armored, having large cowlings installed over the exterior recuperator and recoil mechanisms, and a heavier



9. The front gun shield. This differs from the Wespe in that the recuperator housings are fully armored. 10. The well detailed front end. This area was very crisp looking. 11. The ModelKasten tracks installed. 12. The completed back end. Leaving the idler adjusters off was very helpful in determining proper length of the tracks. 13. The interior is quite a sight when finished and is the scene of some very fine detailing on the part of the master pattern builder. 14. Note the markings on the shell bases. Hubba-hubba! 15. Another case in point: the various interior containers and the scissors periscope. Right front side wall. 16, 17. I left the gun and its carriage unglued so that it could be lifted out for painting.

Gepäntwagen

The entire vehicle was sprayed black overall and then oversprayed with Model Master Acryl German Sand. Exterior oversprays of dark green and dark brown were added with Tamiya acrylics. I was careful not to get any of the color into the fighting compartment.

The few photos that I have for this vehicle show no markings. Because its role was identical to the Wespe, I decide to copy a scheme from that family. I added a battery and vehicle number as well as a balkenkruz from Archer.

The interior was hand painted with most of the attention being lavished on the radio. The charges in the rack on the left hand side were painted using Polly-Scale brass, while the shells in the rack to the right were painted dark green. The transmission, ammo drums and periscope were painted black.

The exterior was dulled down a bit with a mixture of Model Master Acryl Sand and flat. This also served to dull the dry transfers, which come off the sheet glossy.

The MK track was given several light coats of a mixture made from Tamiya Red Brown, Aluminum, and Black. The finished track was drybrushed with Polly-Scale Graphite. The Tamiya paints dry very flat and the finished effect really looks like dirty

metal. The tracks were painted and weathered completely off the vehicle.

The entire vehicle inside and out was washed with W&N Burnt Sienna mixed with a small amount of black. While the surface was still moist, a slightly thicker mixture was applied with a 0 brush to highlight certain small details, such as the hull tie-downs, the fender rivets and the brass charges.

Drybrushing was done with Vallejo paints, due to their relatively slow drying time. A lighter shade of each of the three colors was used.

Finis

Although I did experience problems building the kit, the end result was quite nice. I have compared this to a friend's Gunze kit and the most obvious difference is that the On-Track kit comes off as much more in scale.

Overall accuracy is super, with all the various panels and gear appearing exactly how and where they should be. Comparison to the above mentioned Panzers at Saumur reveals that little or nothing was missed.

Everything you see here was included in the kit, except for the track switch. The only thing I added was the antenna.

The high price may scare off some, but I think it is not out of line with other kits of its type. My only gripe was the foggy instructions, but this seems to be being addressed. Each kit that is released tends to have more elaborate instructions (witness the new sheet of color photos). I look forward to each of the new On-Track releases and I wonder; what's next?

—Pat Stansell

MMiR RECCE

On-Track German Hotchkiss 39(f) 10.5cm Geschützwagen. Kit number 35006. Suggested retail price \$110.00. Kit graciously provided by the manufacturer.

References

Panzers at Saumur No. 3, Dai Nippon Kaiga 1992. ISBN 4-499-20597-2. About the only book you'll find with comprehensive photo coverage of the Geschützwagen.

Nasty Little Flakker

AUFKLARUNGSPANZER 38 (2CM) SD.KFZ. 140/1 GETS DRENCHED IN DETAILS



The German hordes (how many guys are in a horde, anyway?) which trundled their way through Czechoslovakia at the onset of World War II got their hands on a lot of interesting ordnance. Just as in France, German forces put to use a wide variety of captured tanks and other vehicles, used in their existing state or modified to German specs. Such is the case of the handy little Praga LT vz. 38, which became known as the Pz.Kpfw. 38(t). Depending on your source, either 50 or 70 of these little gems were refitted with the 2cm flak turret used on the Sd.Kfz. 250/9 armored car and were designated as reconnaissance tanks. The conversions took place in February and March 1944, and by April they were serving in various recon companies across Europe. (Someone out there in model land really needs to do an article on just how many variations the Germans came up with for mounting the 2cm Flak 38. Just the other day I saw one mounted on a field kitchen.) Anyway, be careful—your markings and diorama setting shouldn't predate February 1944.

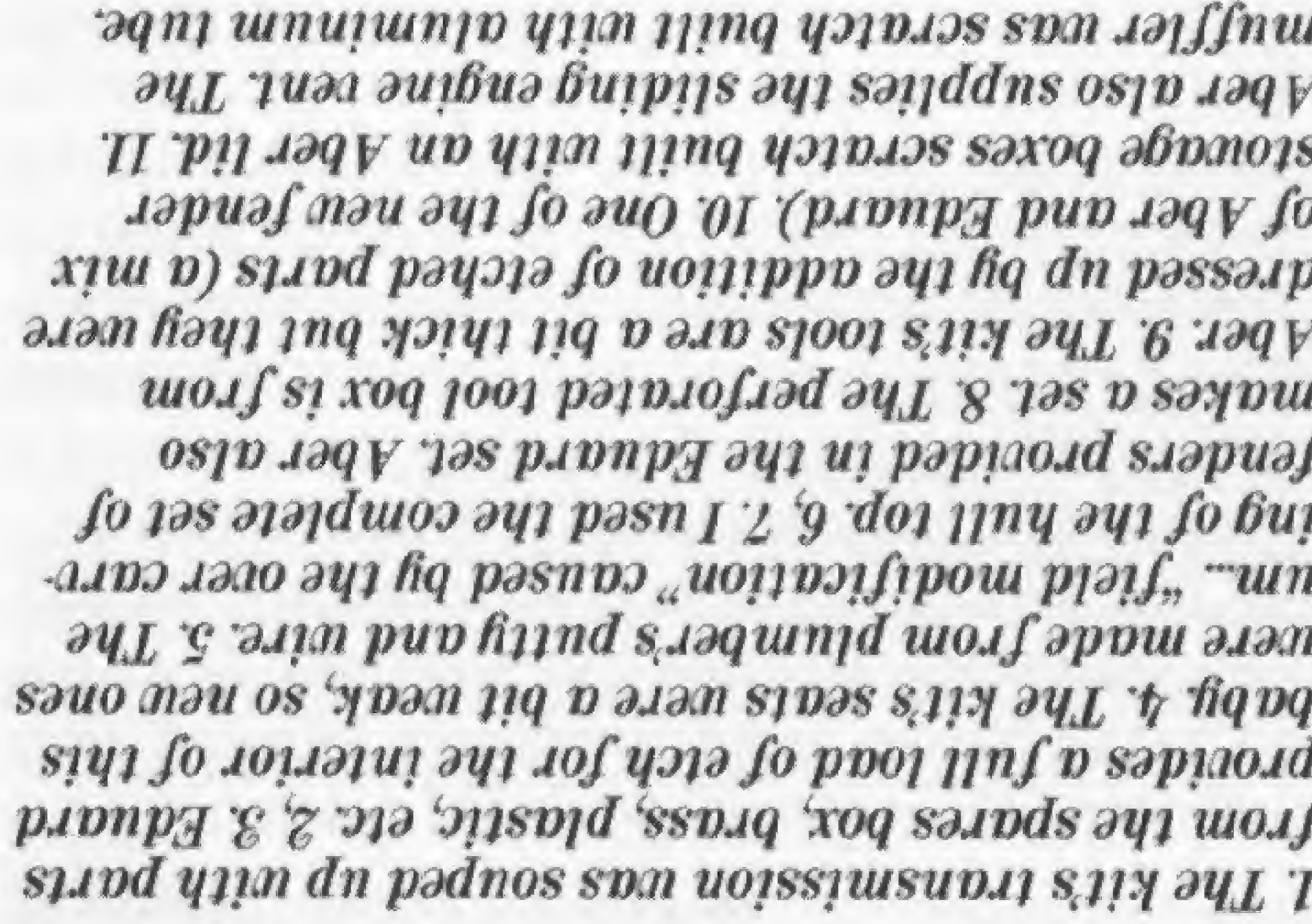
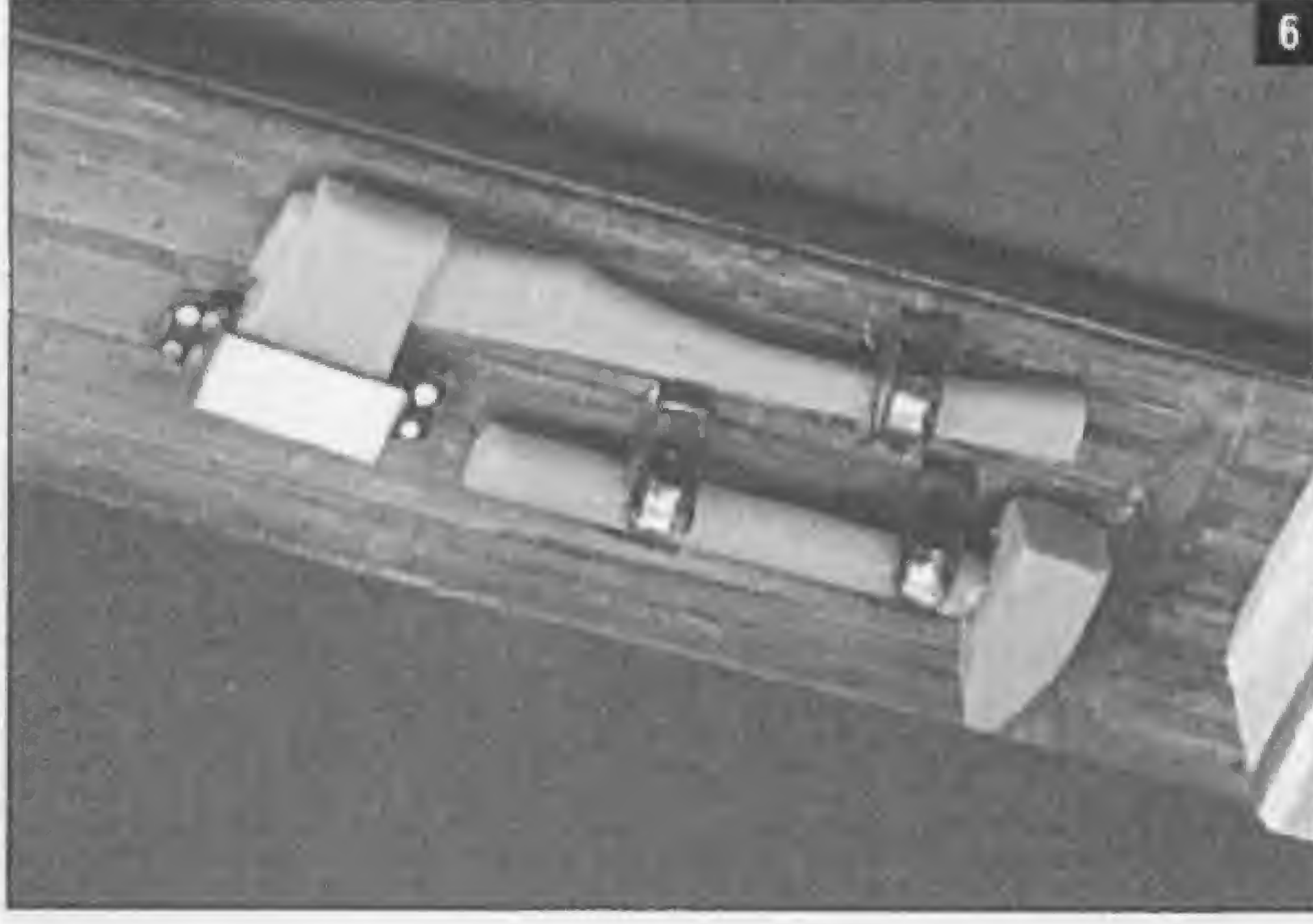
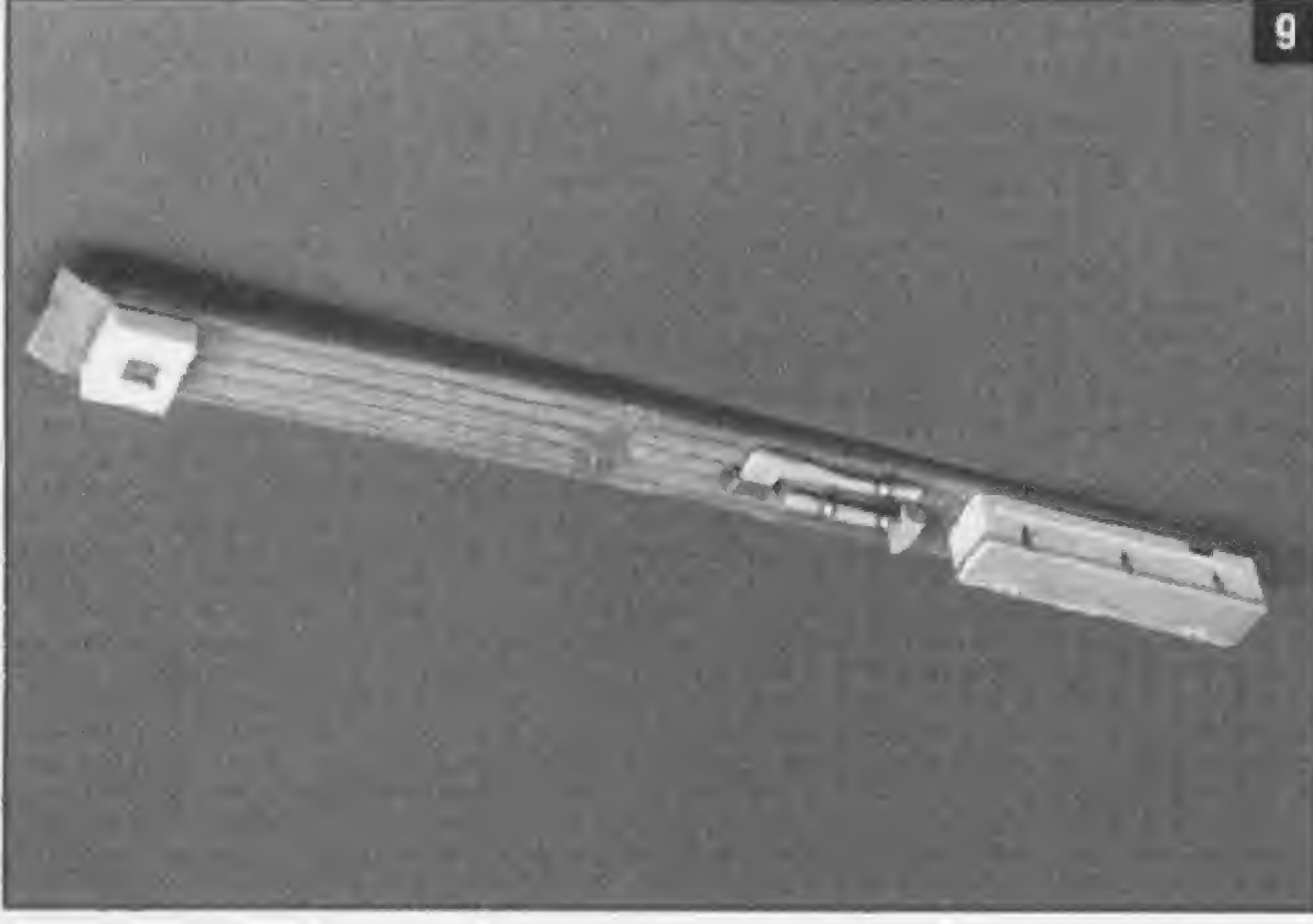
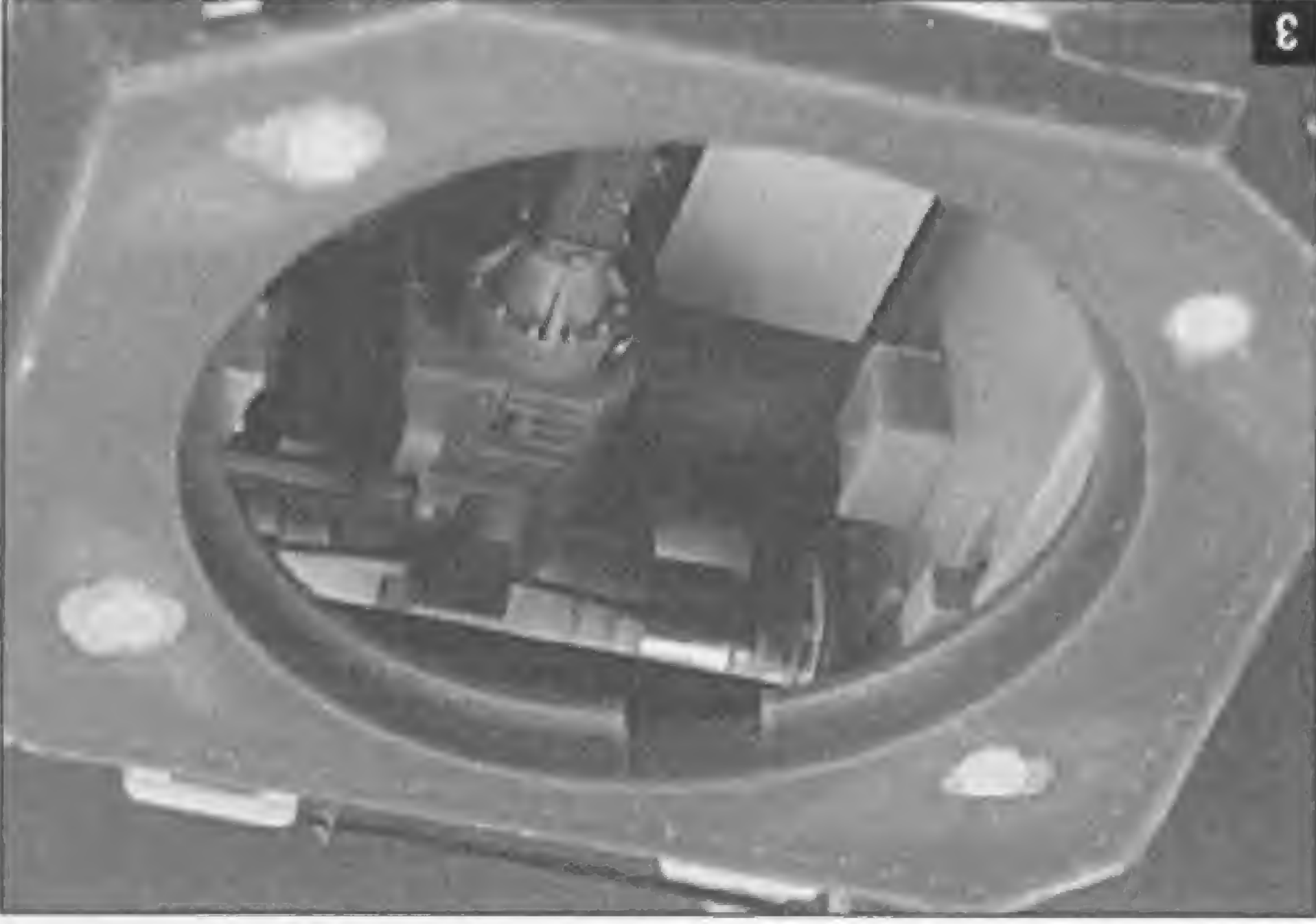
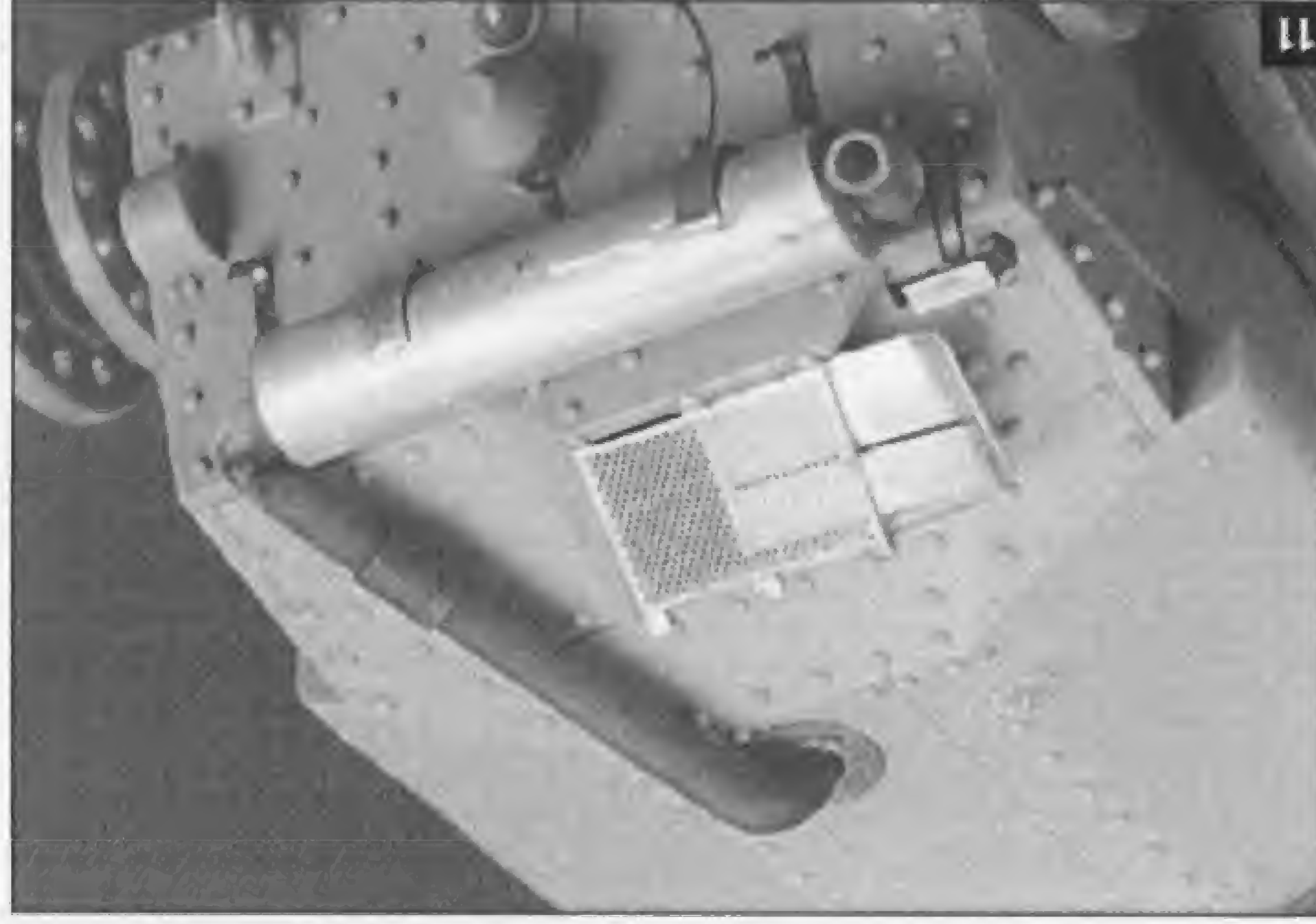
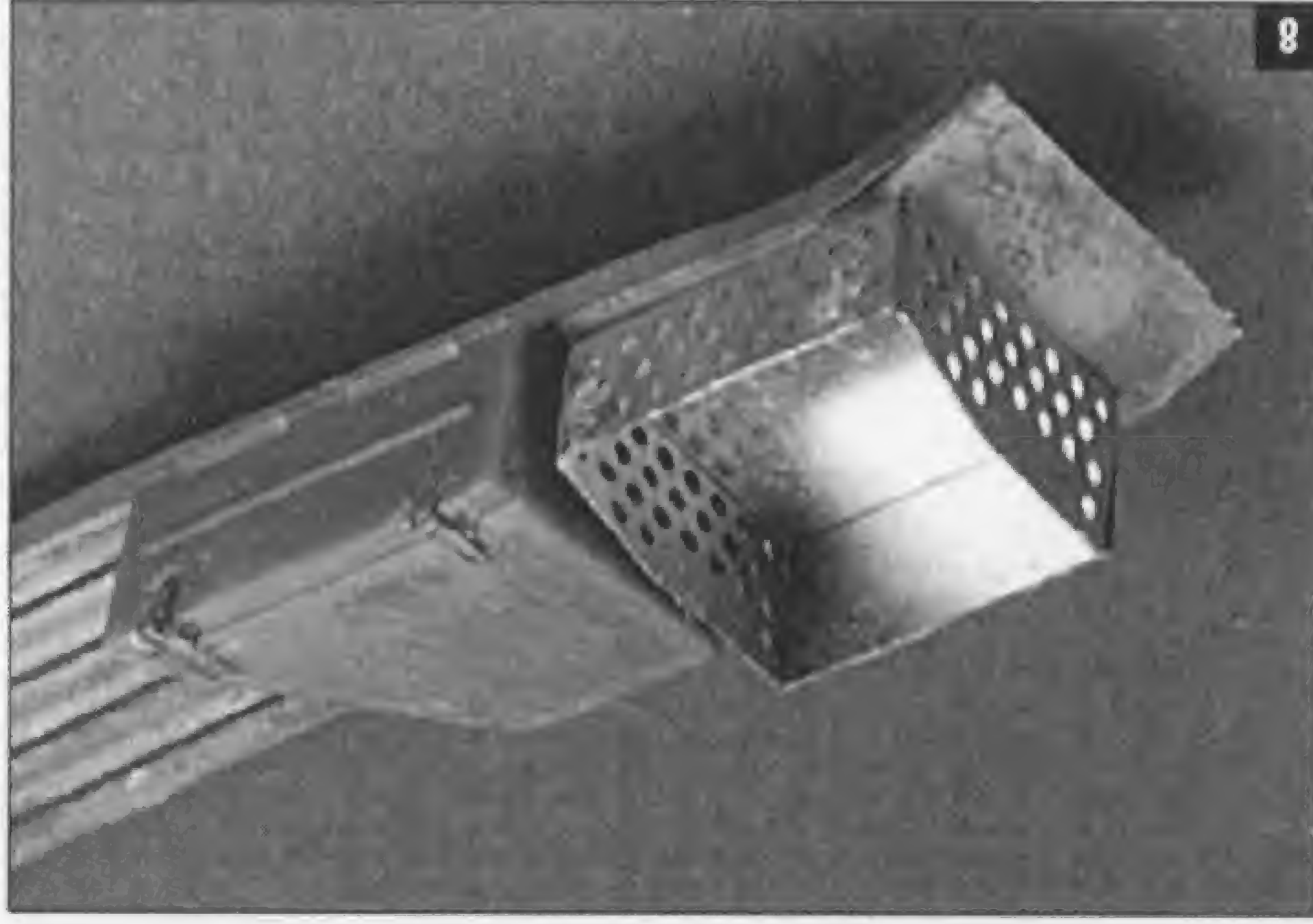
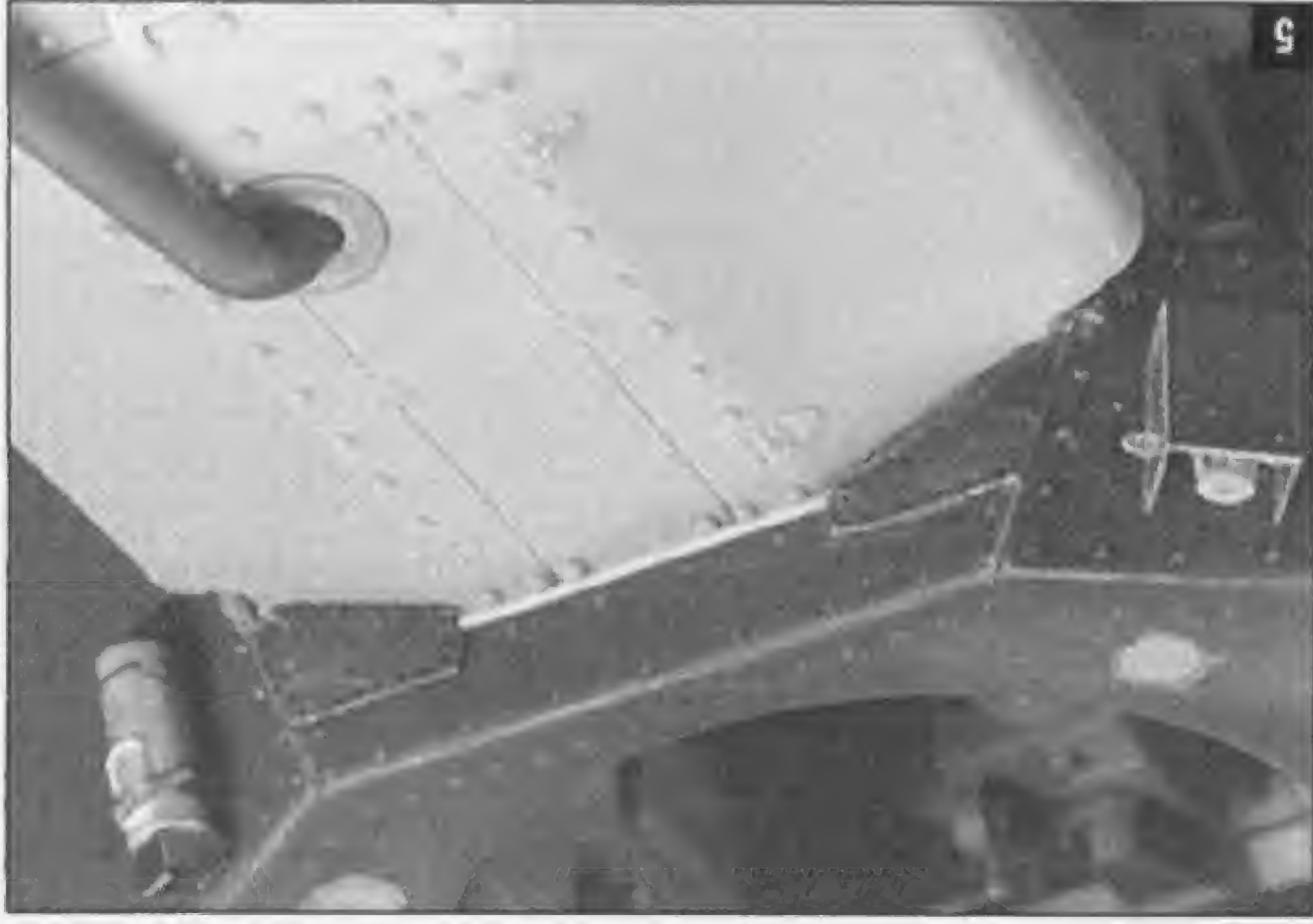
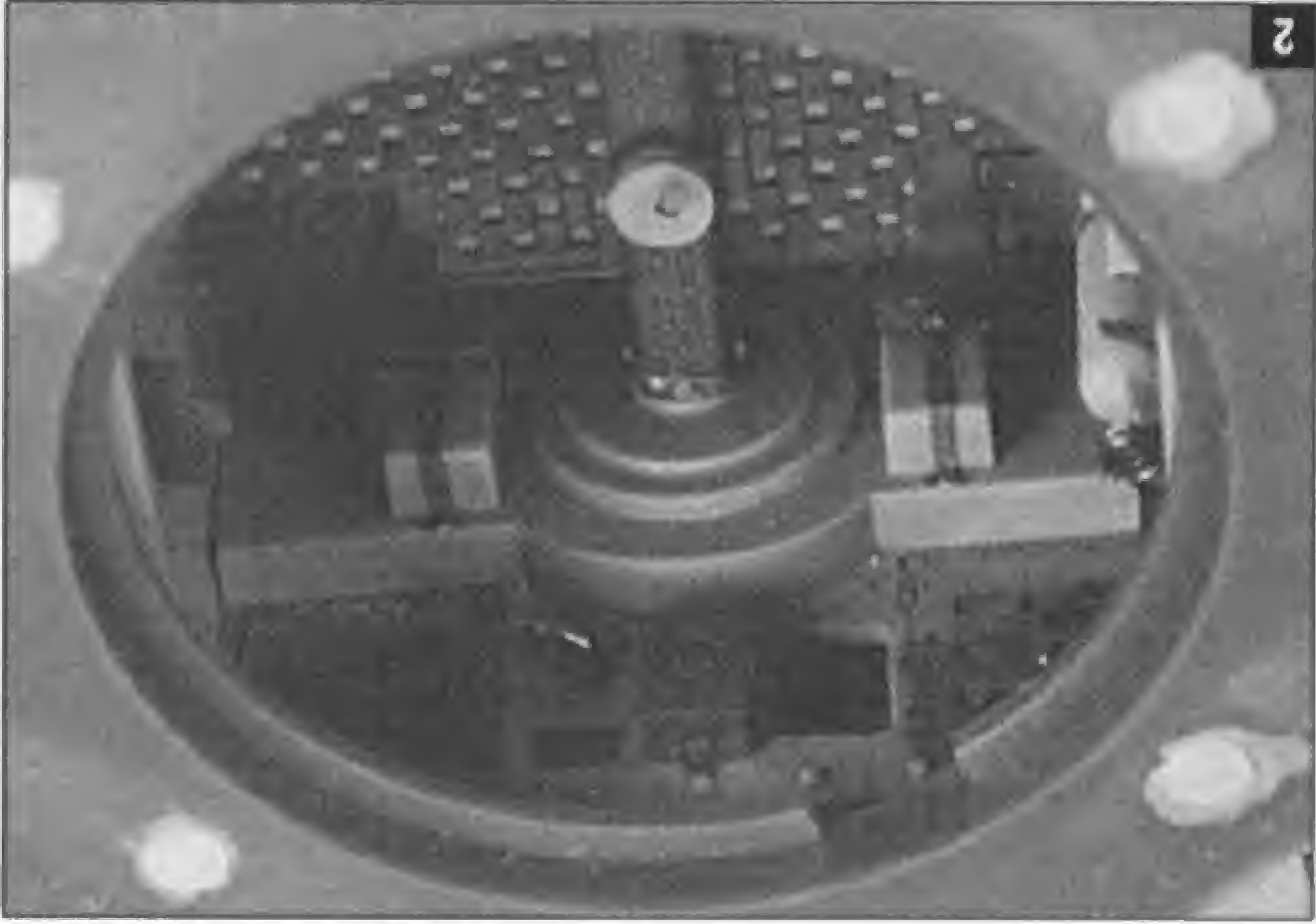
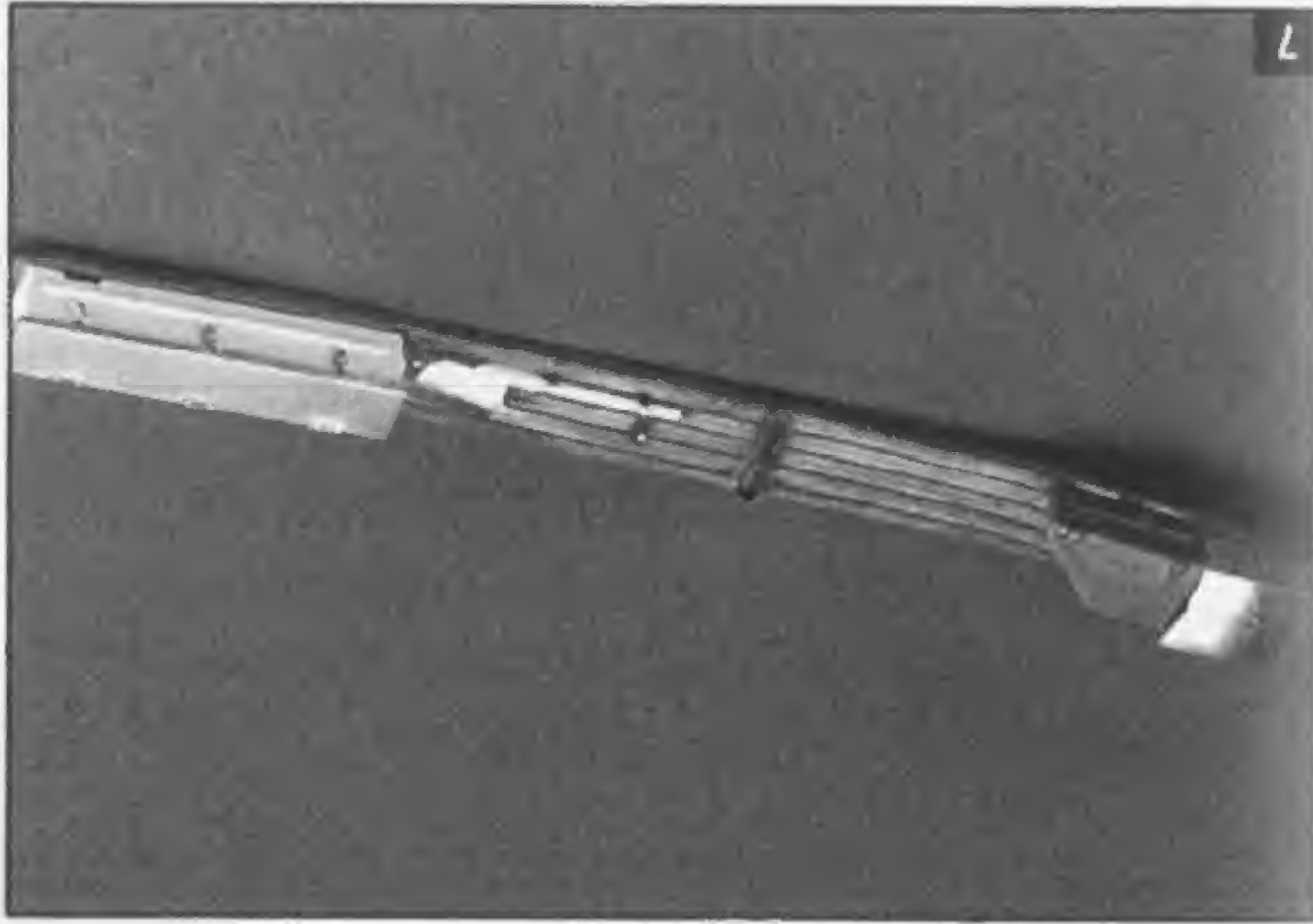
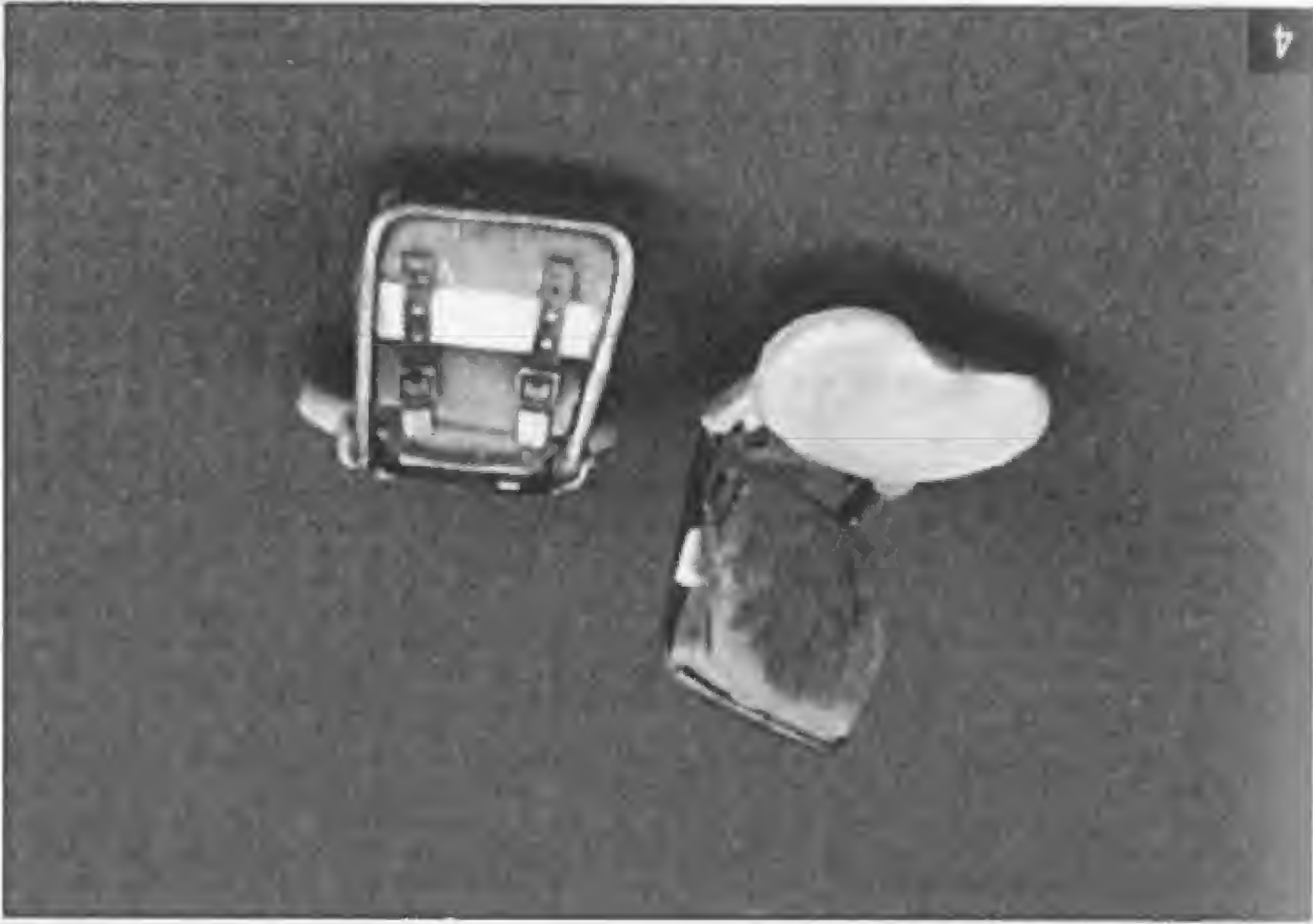
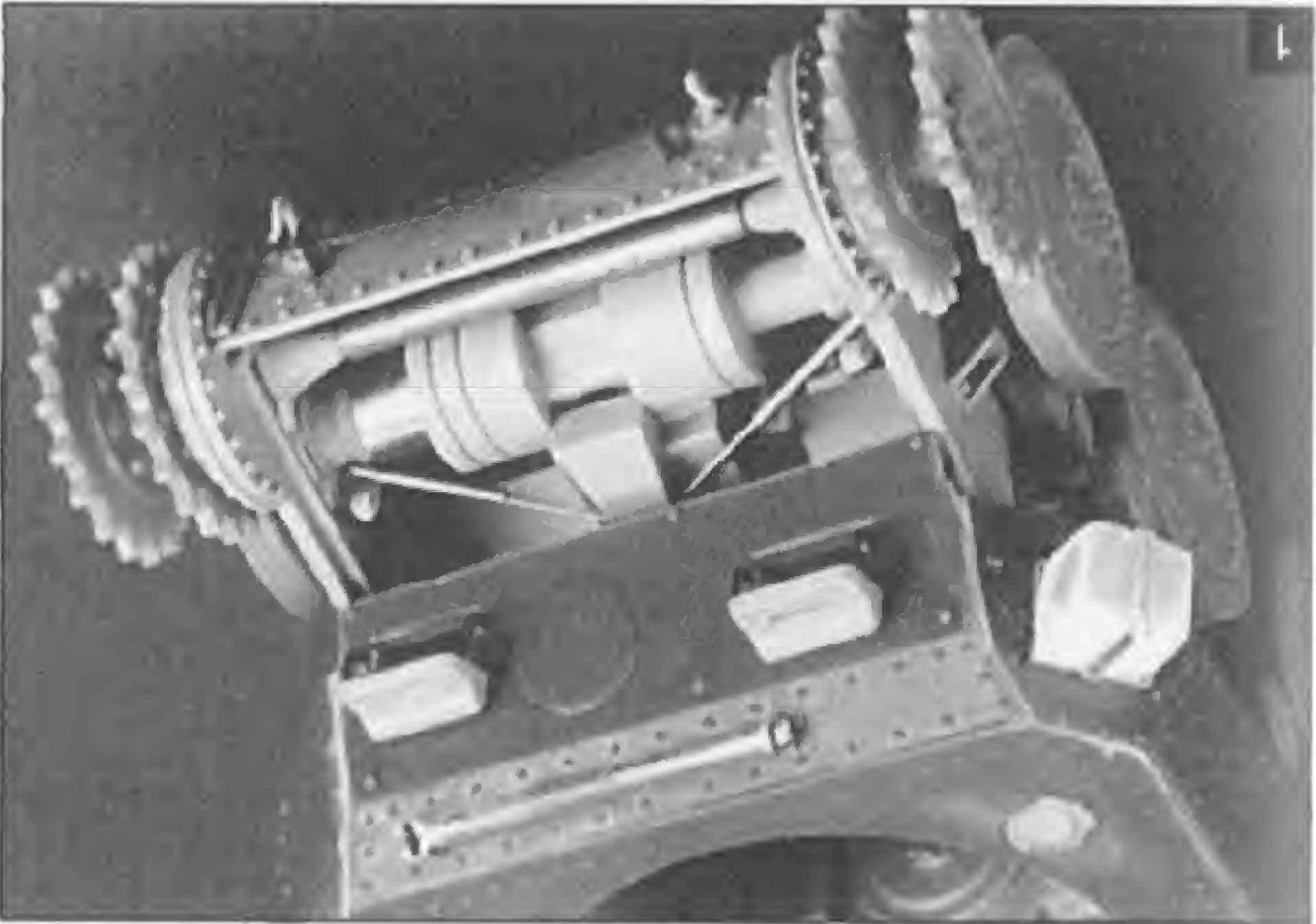
The overview

This is one of those kits which pops up every few years, focusing on a rather obscure variant. I was pleasantly surprised at some of the fine detailing, particularly in regard to the riveted hull. A fairly comprehensive interior is included in the kit, along with individual link tracks. The model itself is an upgrade of VM/Maquette's Pz.Kpfw. 38(t), with an additional sprue included for the larger superstructure and flak turret. However, that superstructure requires some extensive modification of the lower hull to get a good fit. The instructions even indicate this, so be prepared for plenty of test fitting. Both Eduard and Aber have released photo-etch sets for the 140/1, so there's plenty of room to party. The first issue kits included both vinyl and injection link-to-link tracks. I have it straight from Albert Volynski (VM—Volynski Models—get it?) that the molds for the vinyl tracks self-destructed, so all the subsequent kits feature only the injection tracks, despite what it says on the box.

The creamy center

Appropriately, the instructions start with the

basic interior, and with six or eight kit parts assembled, the detailing begins. Aber has done their usual beautiful job on their etch, even including numerous parts I didn't use. But, strangely, they completely ignored the interior of the tank. Eduard, however, steps in with a cornucopia of nice touches; a heapin' helpin' of finely detailed details. The firewall got a complete makeover. New treadplate, ammo bins, and several equipment racks fill this little guy up in a hurry. The kit seats are a bit weak, so new ones were scratchbuilt with wire and plumber's putty for the upright cushion. A goodly chunk of the transmission comes with the kit, but I couldn't resist a stab at the forward drive axle, even though it is virtually invisible once the tank is buttoned up. I used brass tube, a pair of panzerfaust heads, plastic card, and MR bolts for this assembly. A pair of connecting rods from the transmission to the forward gears was made from telescoping brass tube. The photos reflect a number of additional accessories which also were included. All the reference photos I found are for the 38(t), many still in Czech service. Without any photos of the actual interior



of the 140/L, guarded speculation was used as to the placement of gas canisters and stowage boxes. The forward plate over the drive axle was left out for photography purposes, but if you're not photographing your work, now would be a good time to paint the interior. It's a bit ticklish once the upper hull is installed. It is at this point that the new superstructure must be mated to the lower hull. This consists of four side walls plus the upper horizontal plate, and it's a bugger. I recommend getting this entire assembly tightly glued and thoroughly dried before you begin the modifications to the upper firewall, for it's at that point that the kit must be carved down. The instructions show a removal of the compound angle formed by the side sponsons and the firewall. Go easy here, pilgrims, and be patient. Eventually, it will fit. I actually overcarved my firewall, and added two additional plates to the rear cut from lead foil. Field modification.

Now it's time for some serious detailing adventure. The outside of the kit pretty much flies together, but an inspection of the two etch sets reveals how much detail can be added. The kit's tools and exterior gizmos are a bit thick, and fortunately both Eduard and Aber have gone the distance in their detail sets. I started with Eduard's fenders, which provide a remarkably good fit (and which got the living crap hammered out of them when I sent this baby to our editor for the in-progress photos). There's a lot of duplication in the two etch sets, but once again we have two manufacturers who see things differently enough that it's best to get both sets. Aber provides a killer set of stowage bins for the rear of each fender, but they're designed to fit Aber's fenders (sold separately), not Eduard's, so new boxes had to be scratchbuilt from something-thou square plastic. I used the lids from Aber's boxes, however, along with clasps and hinges from the parts box. Tools

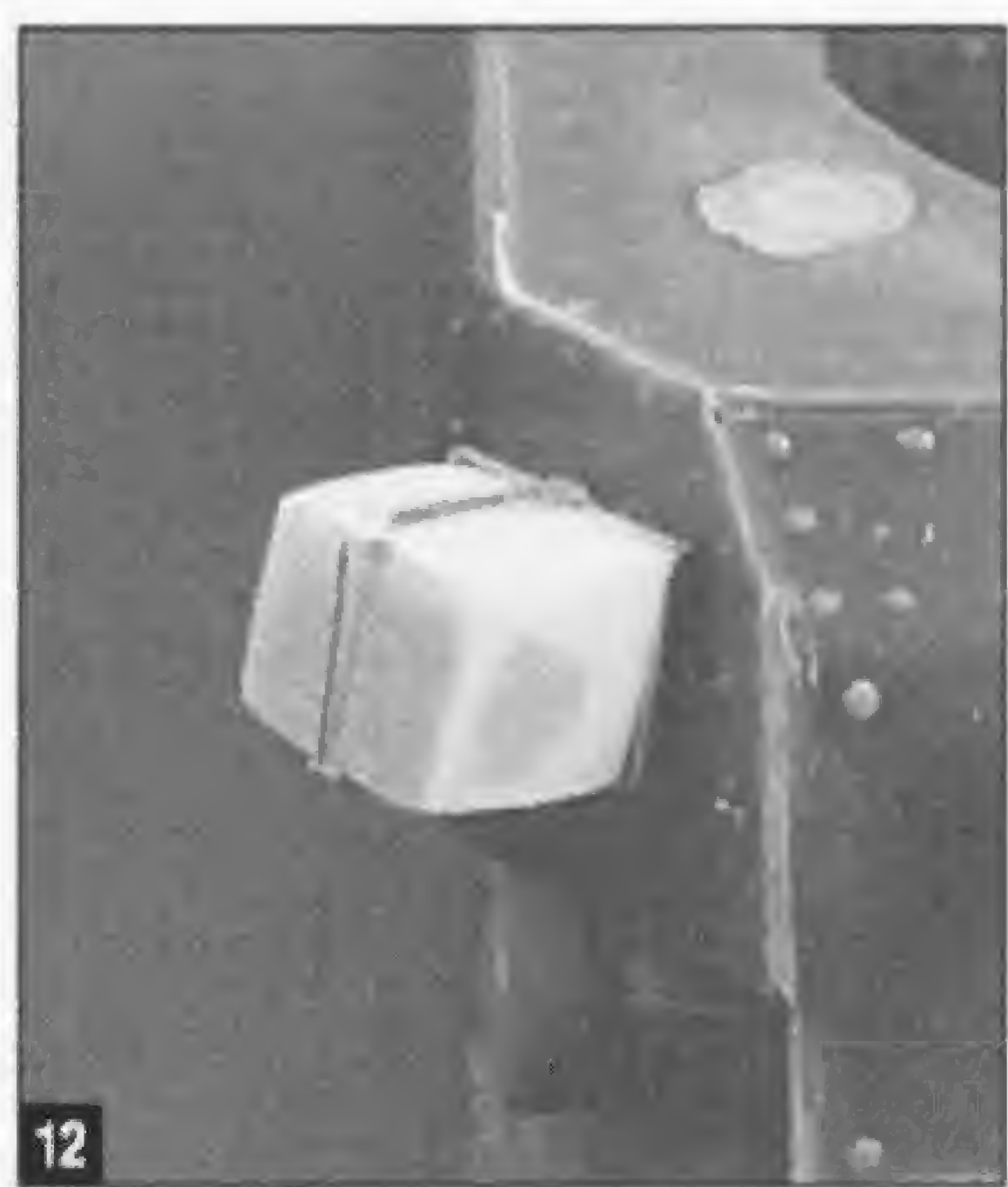
were all reworked with new clamps and clasps. Aber provides the sliding engine vent located just over the muffler. Speaking of mufflers, I ended up pitching the kit muffler in its entirety, scratching a new one from aluminum tube packed with plumber's epoxy putty, and using Techstar tube for the pipes.

It's Aber again for details all over the engine deck and rear panel, including their fantastic attention to the towing pintle. Both sets have some remarkable racks for the spare tracks, so take your pick. The antenna mount guard and hinges for the forward visors are all from the Aber set. The kit jack is a decent affair, and was dressed up with a few of the Aber detail components.

The external fire extinguisher came from Elephant's German Fire Extinguisher Set (Late), #35414, and the Norek light is also from Elephant's #35316. The jack block was replaced with GREIF's offering, #015. The ever-present chain came from Hudson & Allen.

The crunchy outside

1 The kit's transmission was souped up with parts from the spares box, brass, plastic, etc. 2, Eduard provides a full load of etch for the interior of this baby. 4. The kit's seats were a bit weak, so new ones were made from plumber's putty and wire. 5. The "field modification" caused by the overcarving of the hull top. 6, 7. I used the complete set of fenders provided in the Eduard set. Aber also makes a set. 8. The perforated tool box is from Aber. 9. The kit's tools are a bit thick but they were dressed up by the addition of etched parts (a mix of Aber and Eduard). 10. One of the new fender stowage boxes scratch built with an Aber lid. 11. Aber also supplies the sliding engine vent. The muffler was scratch built with aluminum tube.



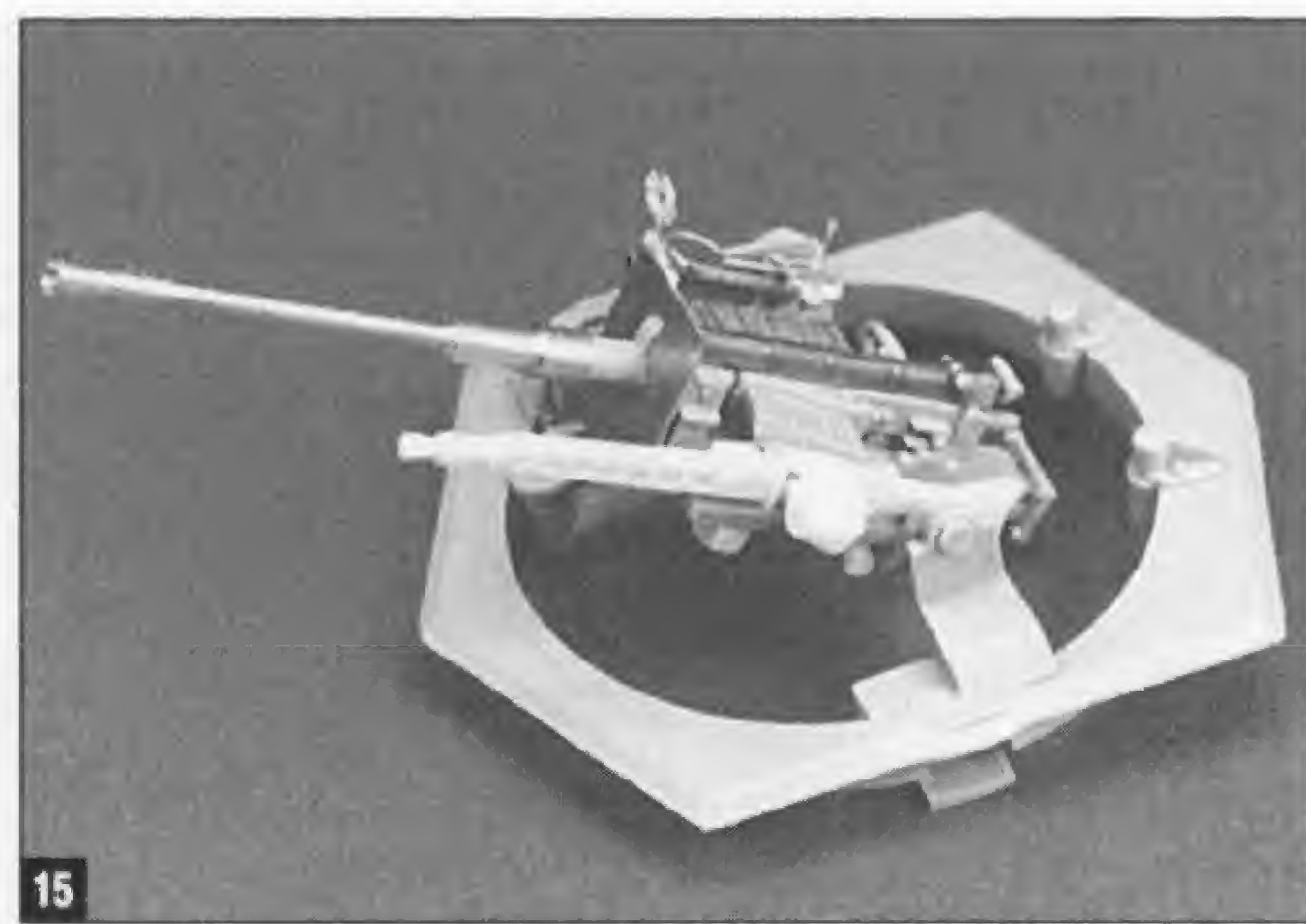
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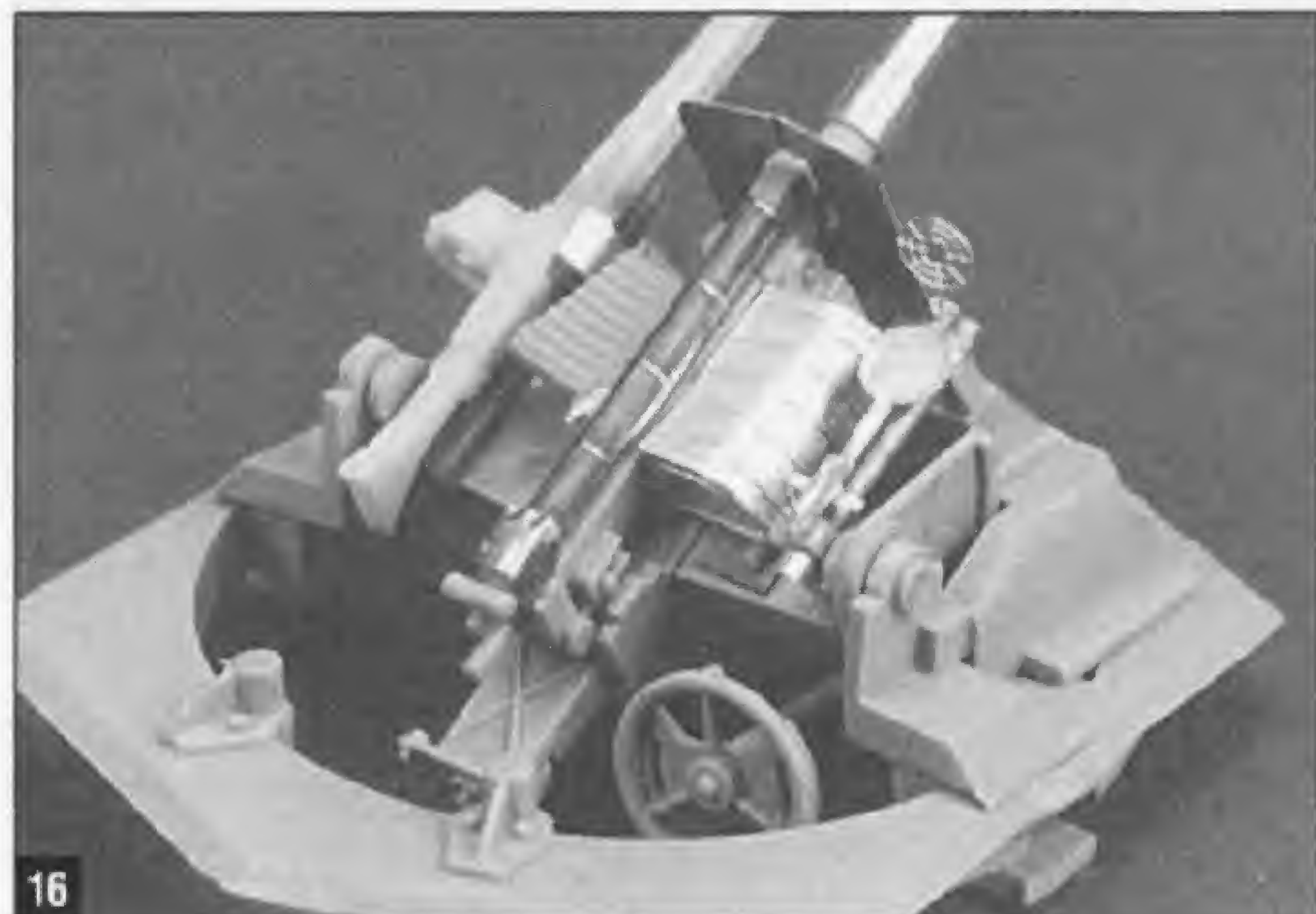
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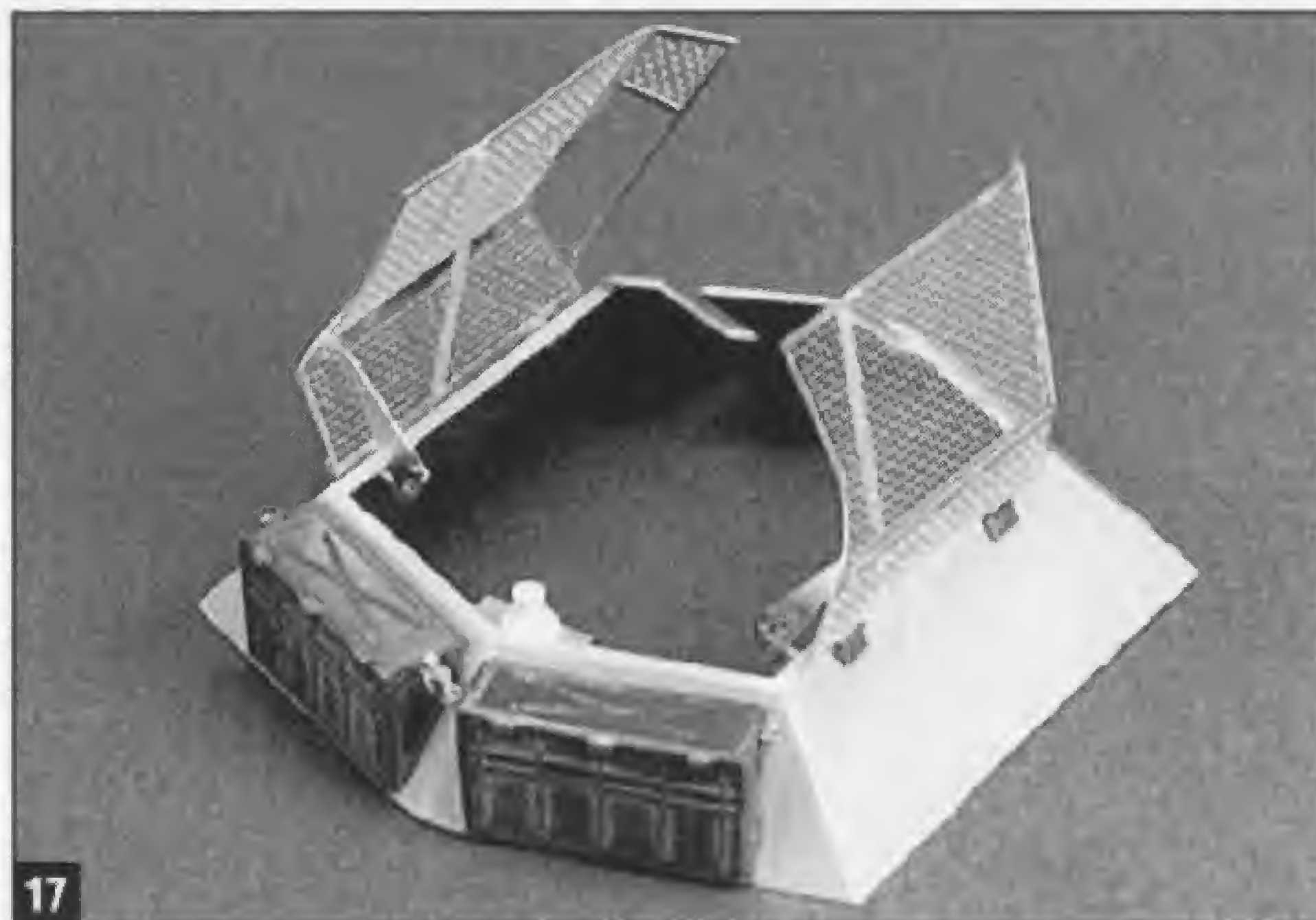
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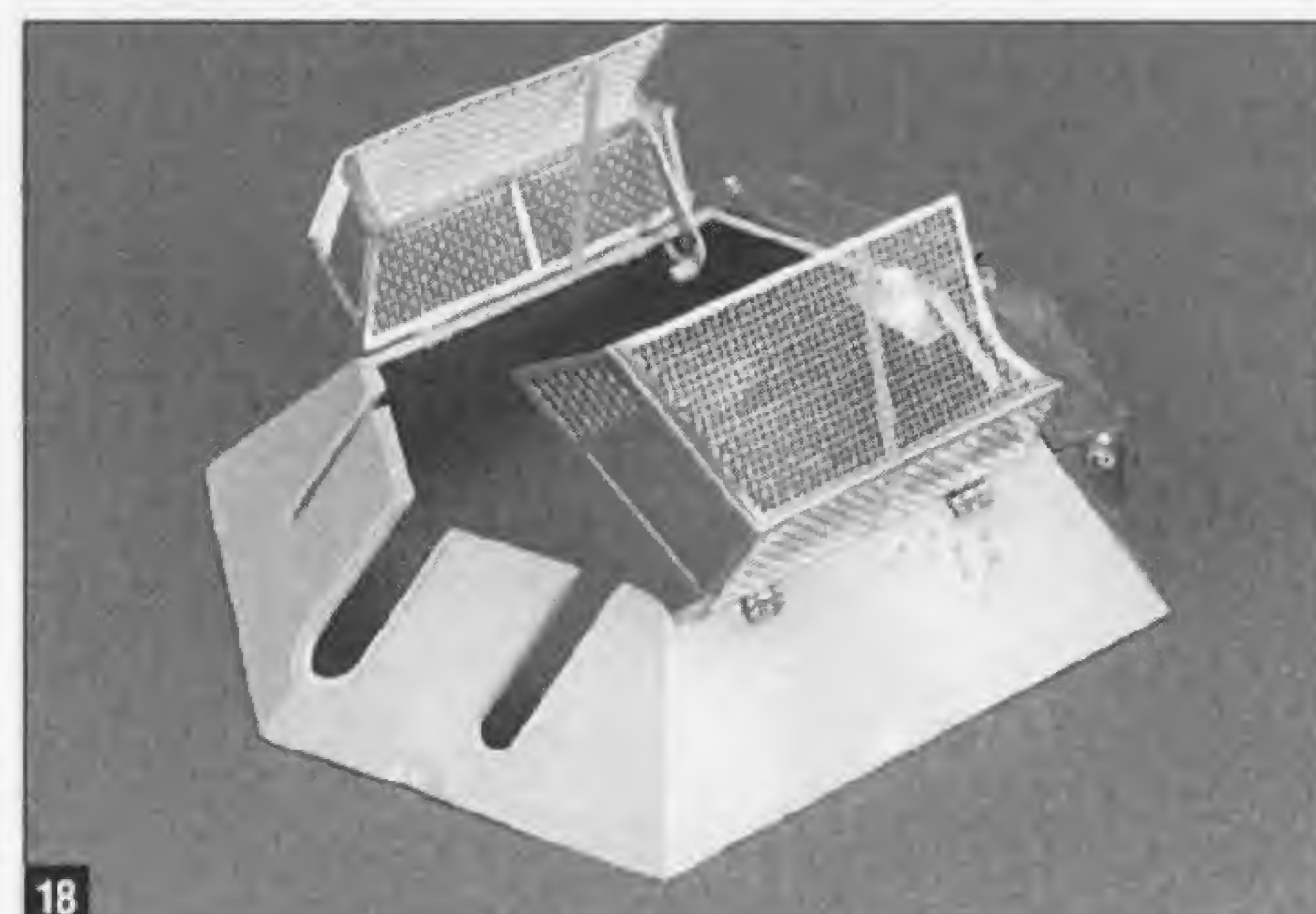
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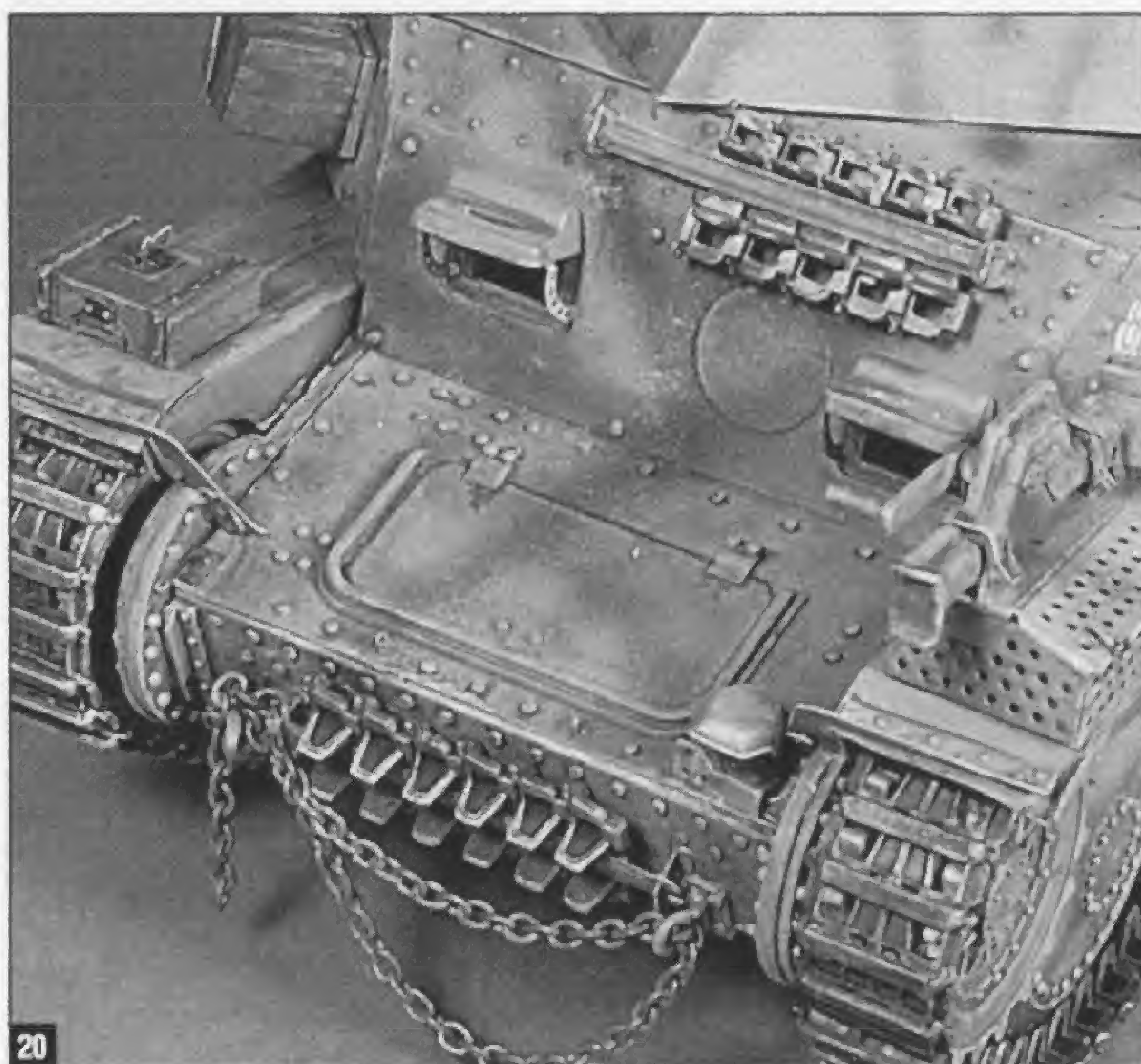
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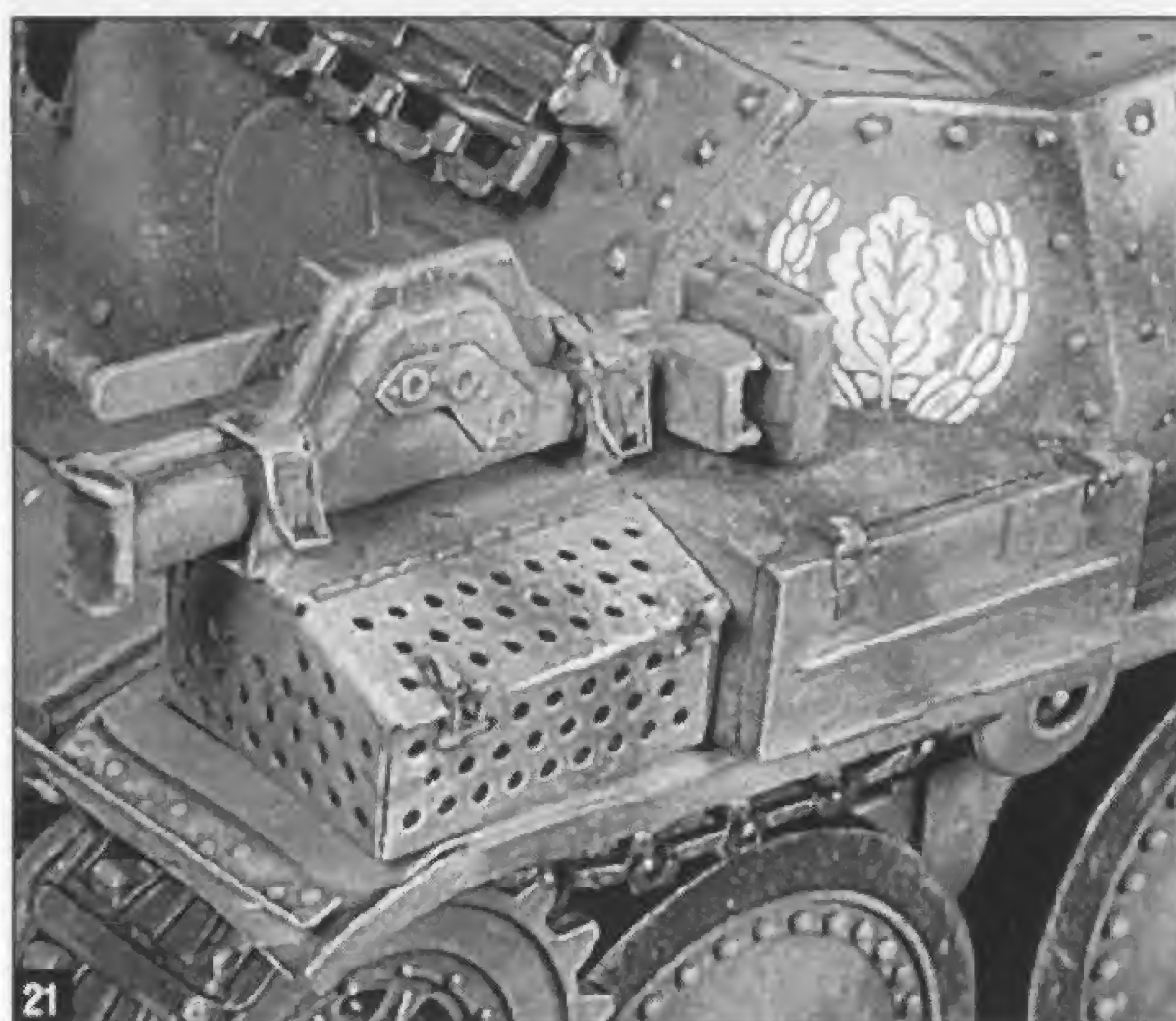
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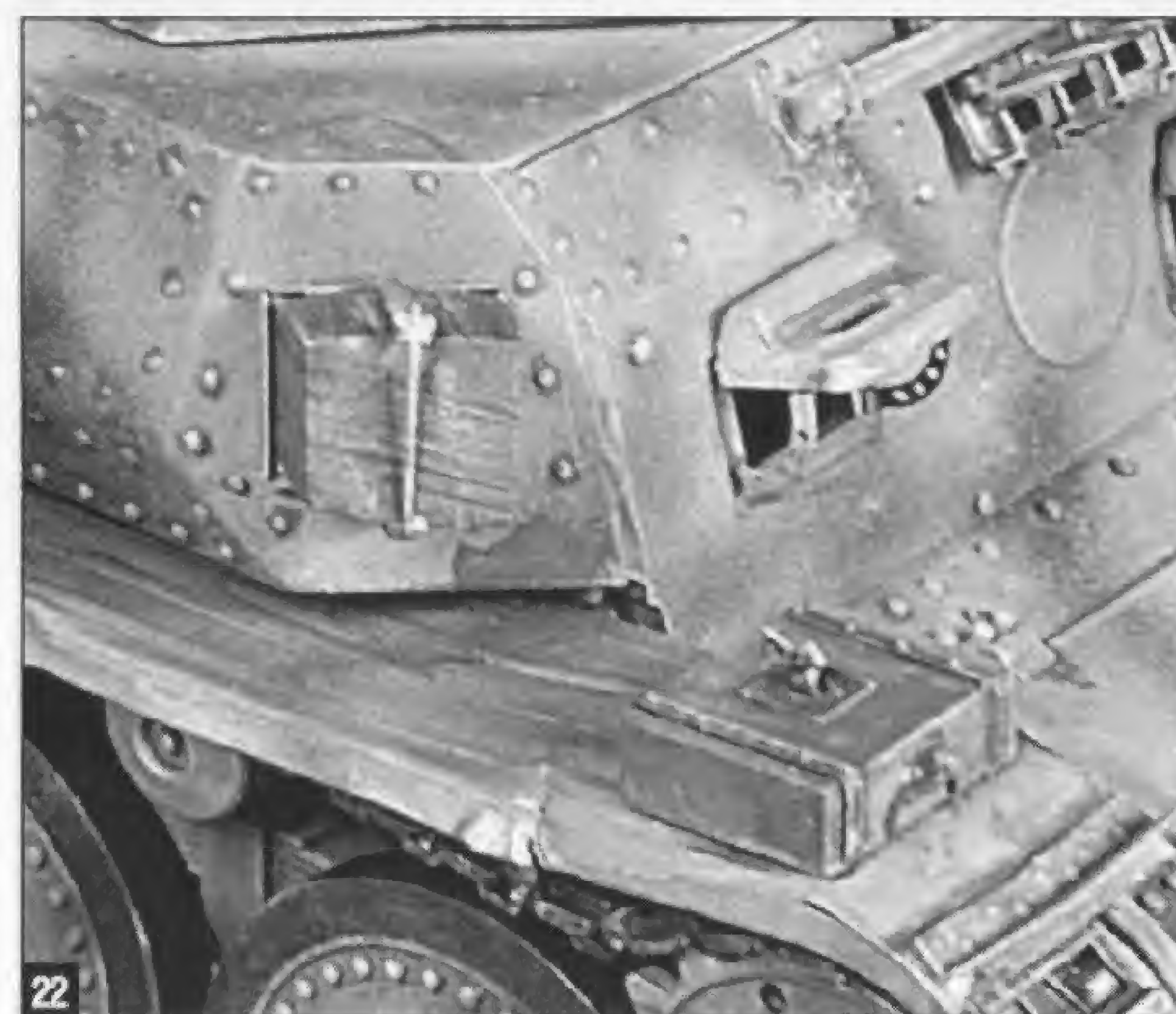
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12. The jack block is a GREIF offering. 13. The antenna mount guard is from Aber with the kit's base. 14. The fire extinguisher is from Elephant. 15-18. The turret is a little model in itself. The Aber set does include a complete new turret in etch, but I opted for the safer plastic route. The gun barrel was replaced with a turned one from Elephant. Tons of parts were added throughout, including a scratch built sight and more teeny Aber parts. It was Aber once again for the grenade cage, which features that amazing overlapping mesh. 19. The radio is a replacement from my parts box, with the kit's seats. 20-27. Shots of the completed model. It was painted with a mix of Polly-S and Tamiya paints. The markings are from the kit and they are excellent. The tail light in shot 23 was made from stretched red sprue. Note a few of the small details I added such as the maps and the head phones shown in shot 26.

Topside

The turret is practically another model in itself. Aber provides a complete photo-etched turret, but as I never completed my degree in mechanical engineering, I decided the plastic kit offering was just fine, thanks ever so much. Again, both etch sets take a different tack in their approach to the gun. The kit barrel was replaced with Elephant's #35410G. There's a new shield, breech cover, mounting pins, and shell deflector added to the gun proper. The sight is completely reworked with a scratchbuilt sight tube and crosshair pieces from Aber, which are absolutely the smallest, most delicate photo-etch parts I've ever seen. An MG42 from the parts box was also added. I chose Aber's grenade cage, because they feature that amazing overlapping mesh and because Eduard decided to make the screens separate from the frames. Again, there's plenty of detail here in the hinge and prop assemblies. Ammo bins on the rear of the turret are from Eduard. A parts box radio was sanded down until it fit between the two suspended seats. This took numerous fittings, so as not to interfere with the turret's insertion into the hull. Once it has been inserted, the back of the radio is invisible. A new antenna mount from GREIF (#005) was added to the turret.

Making tracks

I intended to use Modelkasten's Hetzer tracks for this project, but there was no way they were going to fit. The sprockets are too wide, and there is too much distance between the teeth. As it was the eleventh hour, I reexamined the kit tracks, and was surprised at how nice they are. They were assembled on the tank with Tamiya Extra-Thin Liquid

Cement and went on with hardly a problem at all.

And the count goes on

One kit with individual track links plus 312 detail parts.

Just add color

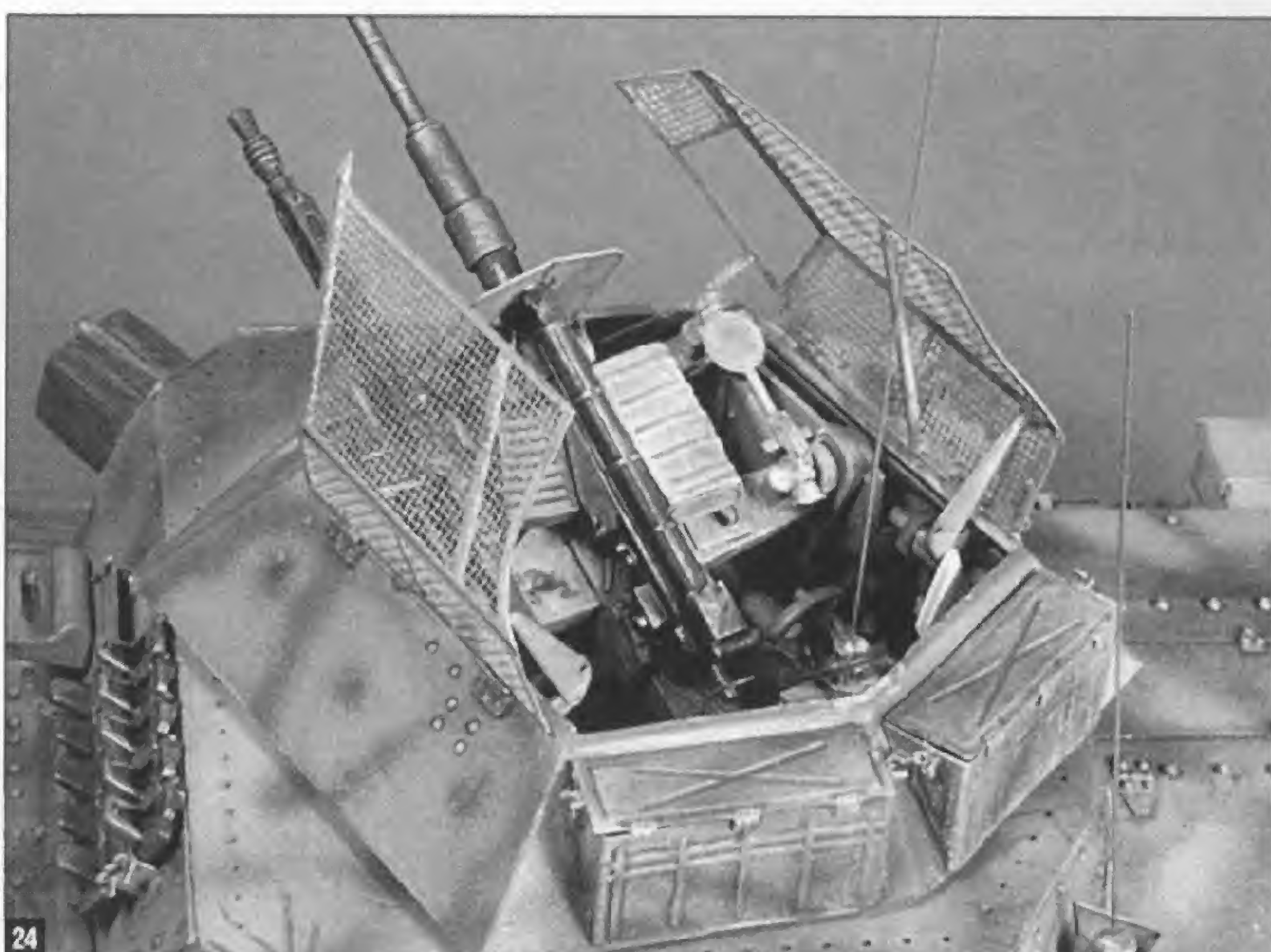
There were plenty of subassemblies at this point, with a wide range of materials involved, so I shot everything with a couple of misting layers of

Krylon Flat White Primer, right out of the can. After allowing two days to dry, the interior was air-brushed with Sky Green from Polly S, which is really a nice German interior color (RLM 84). The exterior and the entire turret were sprayed with Polly S Panzer Dark Yellow. Tamiya's Black Green and Red Brown were used for the camo pattern.

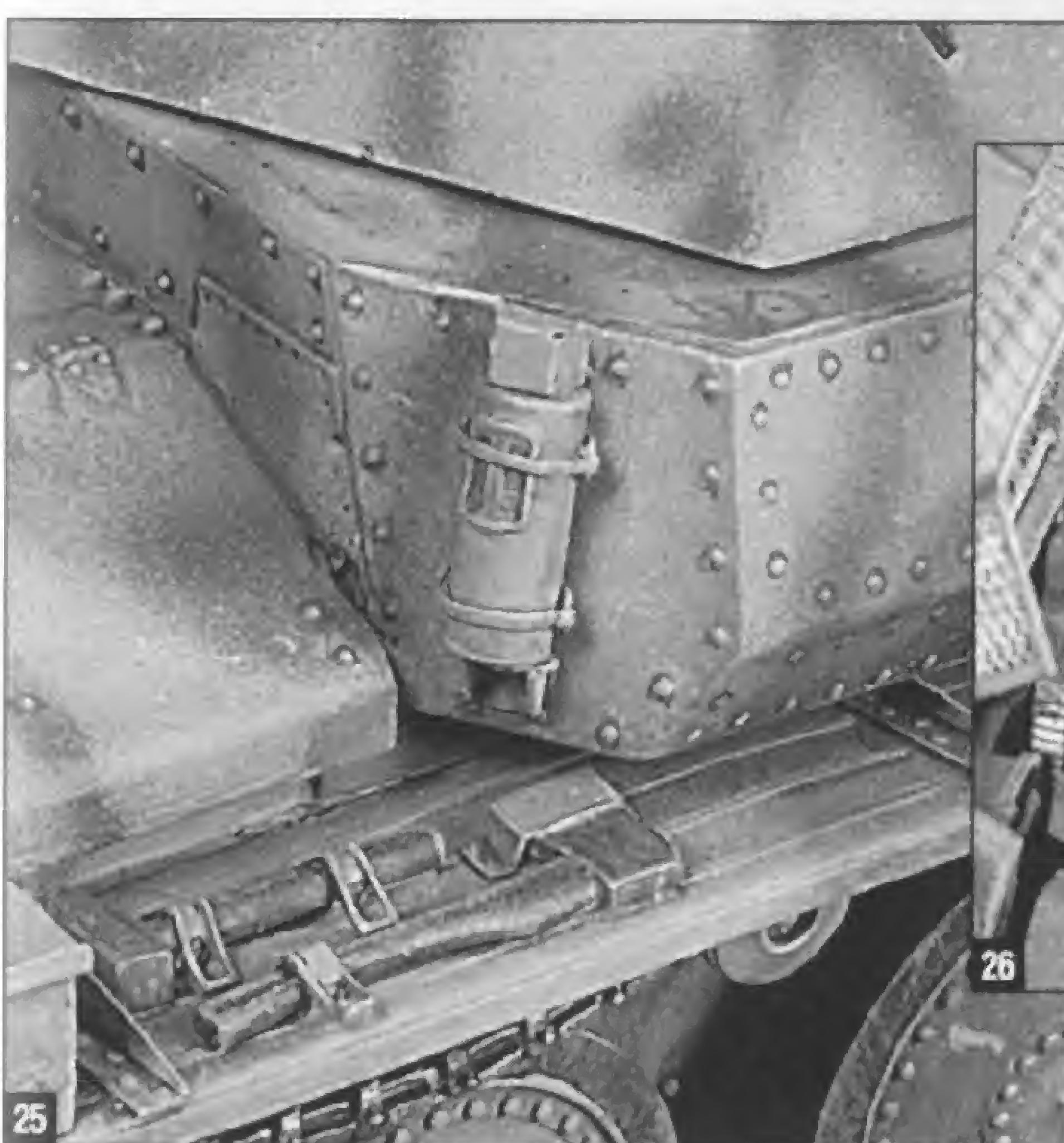
The limited markings came with the kit and are excellent decals. I was looking for a unit involved in



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the Italian campaign, and found it. The 140/1 sports a Balkankreuz on each side, and the left front corner of the superstructure bears the insignia of the 16th SS Panzer Grenadier Division 'Reichsführer-SS'. This unit arrived in Italy just in time to help Fallschirmpanzerdivision 'Hermann Goring' fight its way back up the coast. The three decals were applied over a coat of Tamiya Gloss Clear, treated with Solvaset, and finally coated with Testors Dullcote.

A very thin wash of Raw Umber and Burnt Sienna artist oil paint was then applied to the entire interior and, once it dried, detail painting commenced. Several fine liner brushes were used to reach down and paint the detail pieces inside the tank. The exterior then got a wash of Raw Umber mixed with Flat Black enamel. Flat planes received a gentle scrubbing of Yellow Ochre/Titanium White artist oils to bring up the highlights, and various details and metal wear were then added. At this stage, the rear taillight was completed. A lens was made by heating and stretching a piece of red clear plastic from the taillight runner of a car kit. Minimeca wire was used for the two antennas.

Next came the unbridled joy of painting tracks on the tank. I mixed Humbrol Gunmetal, Aeromaster Flat Black, Raw Umber and Burnt Sienna artist oils, and a touch of silver printer's ink to a milky consistency. I managed to get the tracks painted in about 45 minutes, then went back and painted the rubber rims on the roadwheels. It was at this point that I discovered something truly amazing. While I had been asleep the night before,

someone switched one of the drive sprockets on my tank. The kit, you see, comes with two options for the drive sprockets, which vary slightly in design by the number of holes they have around the center rim. I knew this, of course. If I ever find out who broke into my house and switched that sprocket, I

shall probably emit some strong language. It was, obviously, much too late to switch it back. So, my tank features the unique distinction of having one of its drive sprockets replaced in the field. That's my story, and I'm sticking to it. ☹

—Joe Porter

MMiR RECCE

VM Aufklarungs Panzer 140/1. Kit number 359605. A unique kit of an interesting variant, and the only one around. Retail price \$24.98. Kit graciously provided by the manufacturer.

Eduard Model Accessories Sd.Kfz. 140/1 Detail Set. Set number 35163. If you're going full bore, you'll want the interior pieces in particular. Retail price \$19.99. Kit graciously provided by the manufacturer.

Aber Aufklärungspanzer 38 (2cm), Sd.Kfz. 140/1 Detail Set. Set number 35055. Stunning parts to detail the flak out of your tank. Includes set number 35A33, the 2cm flak turret, but no interior details. Retail price \$24.99. Kit graciously provided by the manufacturer.

Elefant Models 20mm KwK 38 Barrel. Item number 35410G. Turned aluminum barrel from our friends in the Czech Republic. Gotta have it. \$4.95. Kit graciously provided by the manufacturer. *Part numbers for other minor details are included in the text.*

References

Czechoslovak Armored Fighting Vehicles 1918-1948. Schiffer Publishing, 1997. An exhaustive reference of everything the Czechs rolled out. Plenty of excellent detail shots and a thorough history of all series developments. If 60 bills is out of your range, borrow it (I did).

Praga LT vz.38/Pz.Kpfw. 38(t). MBI, 1997. A good, concise reference of the 38(t). You won't find the 140/1 here, but you will find some fabulous color shots of the interior to get you on your way.

Encyclopedia of German Tanks of World War Two. Arms and Armour Press, 1993. No good armor article is complete without checking the definitive source, and the 140/1 is found on page 51.

Penthouse Forum. July 1992 issue. Just checking to see if you're reading any of this.

The Waffen-SS (Revised Edition) Osprey Publishing, 1989. Still the best all-inclusive, affordable source for the whole SS. Features a nice paragraph on each of the SS divisions to let you know where they were and what they were up to.

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Rad Krad, Man

WE CHECK OUT THE COOL LITTLE NEW TAMIYA KIT



Occasionally, Tamiya will surprise us with a bagged item. These are typically a single sprue and, when released, they are placed in a tight-fitting poly bag with a cardboard hanger. Many of the little accessory items, such as brass rounds and etched frets are also released this way. One of Tamiya's nicer little kits was their German bicycle and rider, also a single sprue in a bag. All these items carry stock numbers that place them outside the 'Military Miniature' series. These numbers usually begin with '89.'

This particular new item represents one of the more obscure vehicles in the Wehrmacht livery, the DKW NZ350 motorcycle. This was the lighter cousin to the heavier BMW and Zundapp bikes. The biggest difference being that these two bikes were capable of cross-country travel while the 11hp DKW was not. This didn't stop it from being widely used as a road bike and I'm sure this was even where the term 'road' was loosely applied.

True to form, the kit is a single sprue with a small sheet of instructions. Tamiya has worked their usual magic here, with the bike being broken down into manageable little sub-sections. Each is very well detailed, although certain exceptions are made in areas like the spokes.

If you've built the Italeri bikes or the older Tamiya one's, you'll find this experience blissfully simple.

There are four construction sequences and I'll simply turn it over to the photo captions. Johnny...

—Ken Dugan



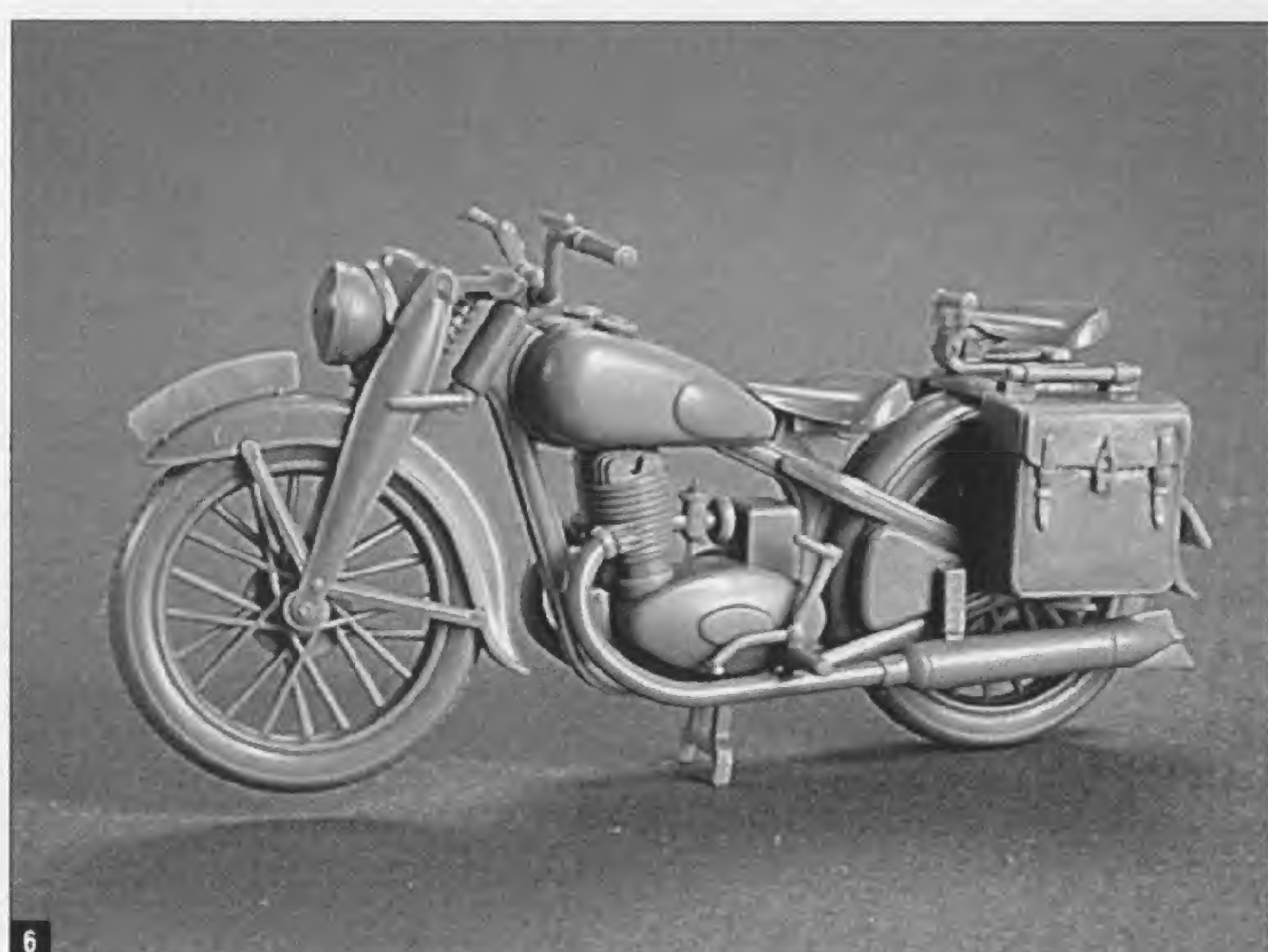
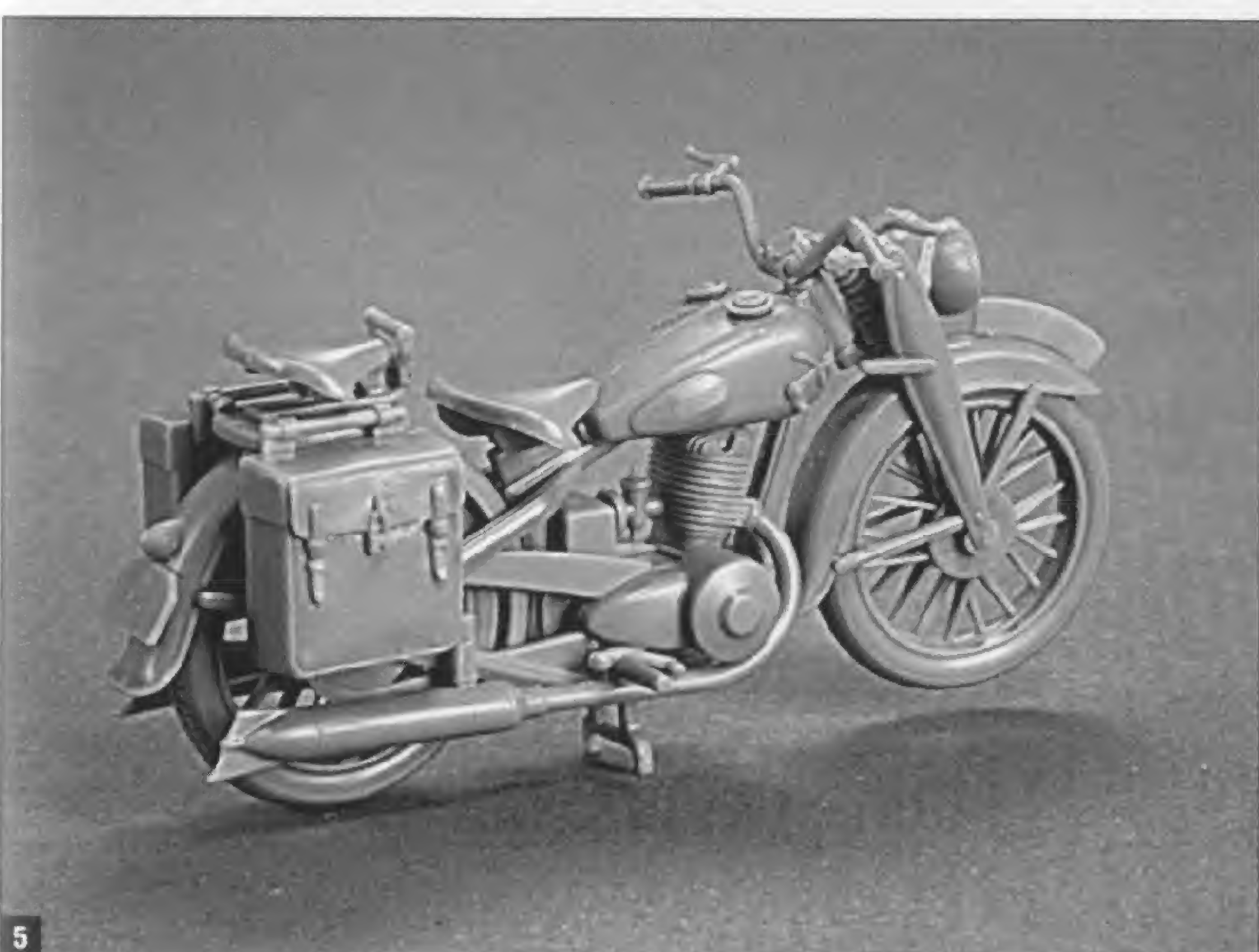
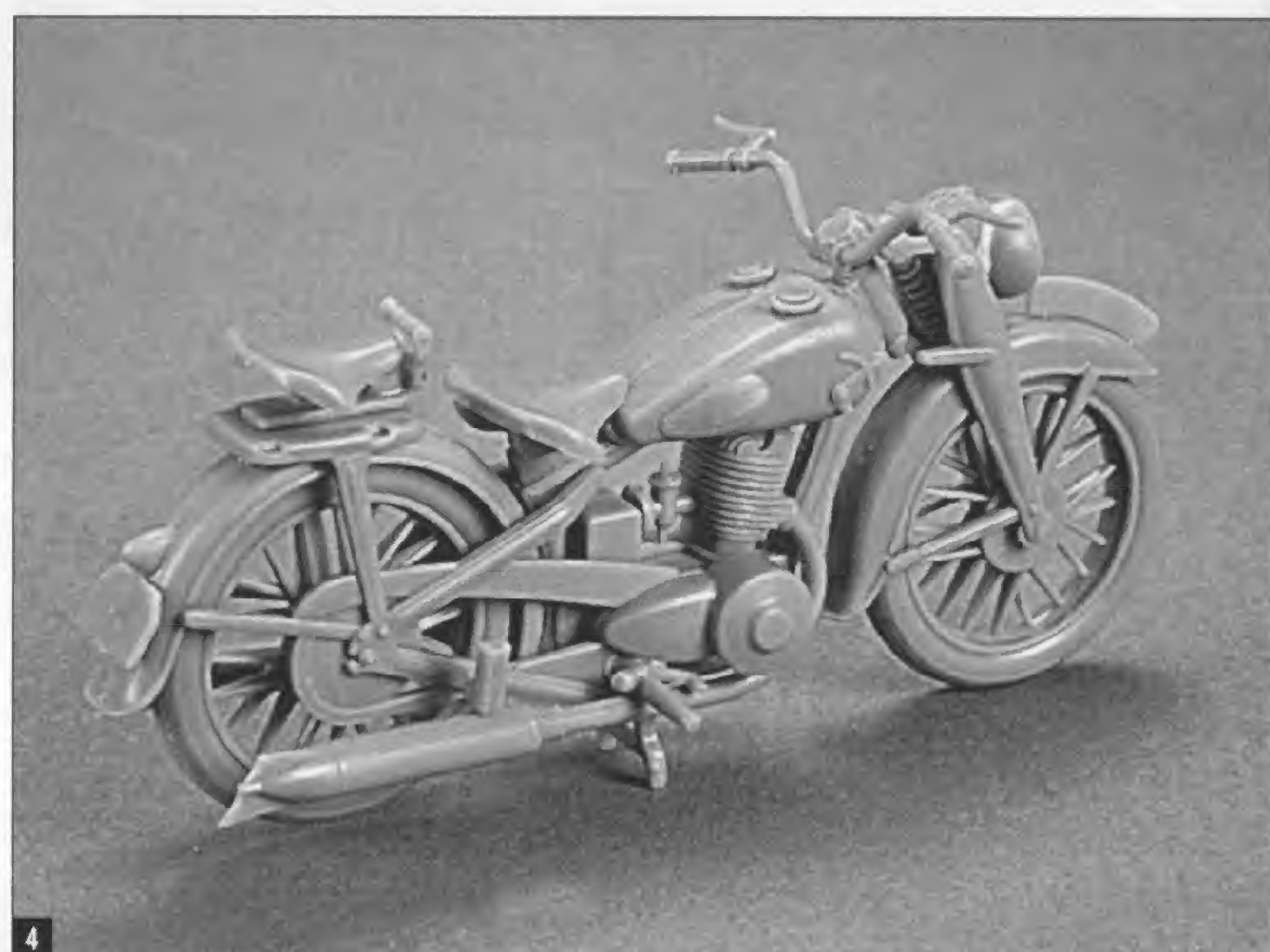
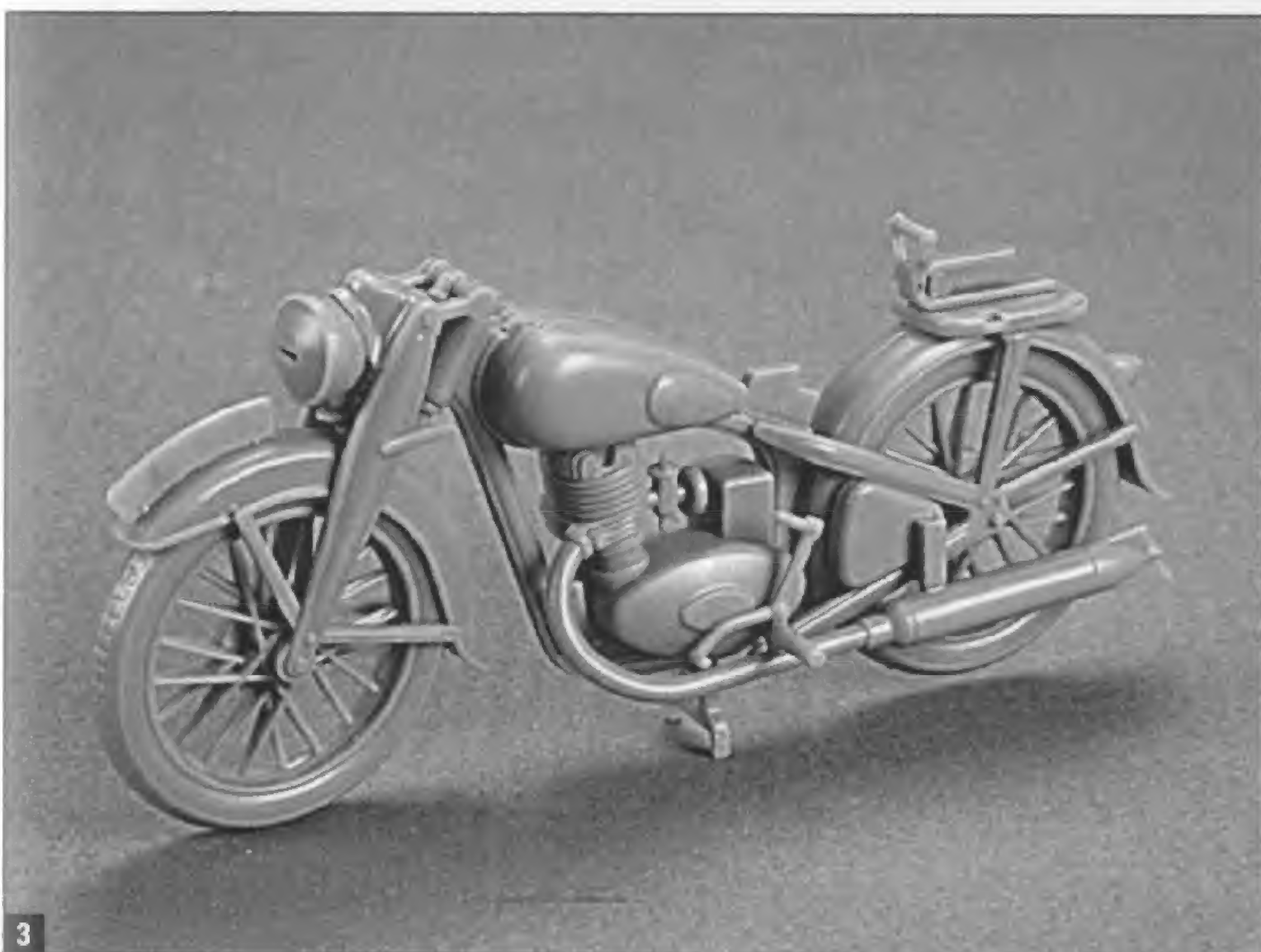
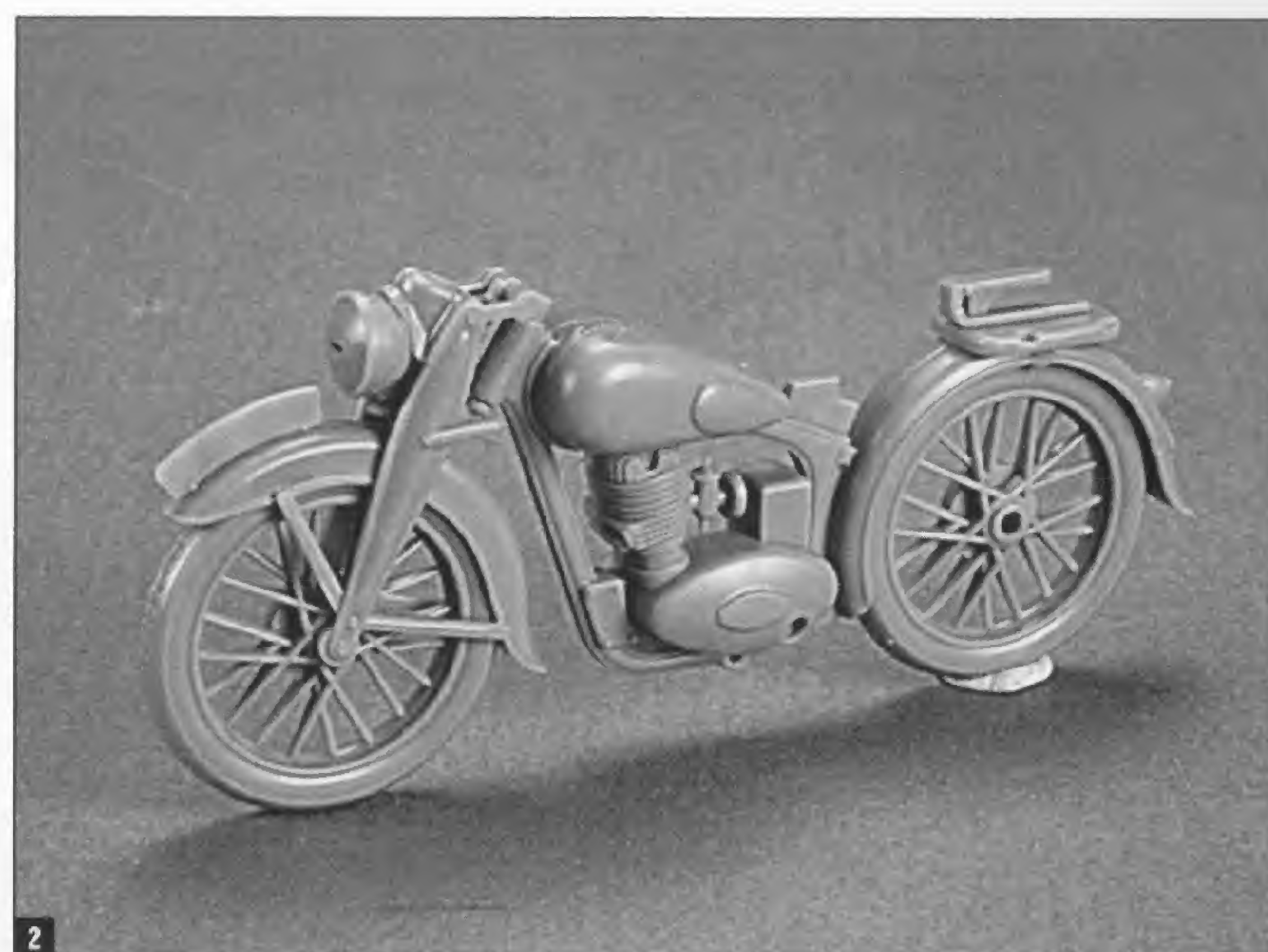
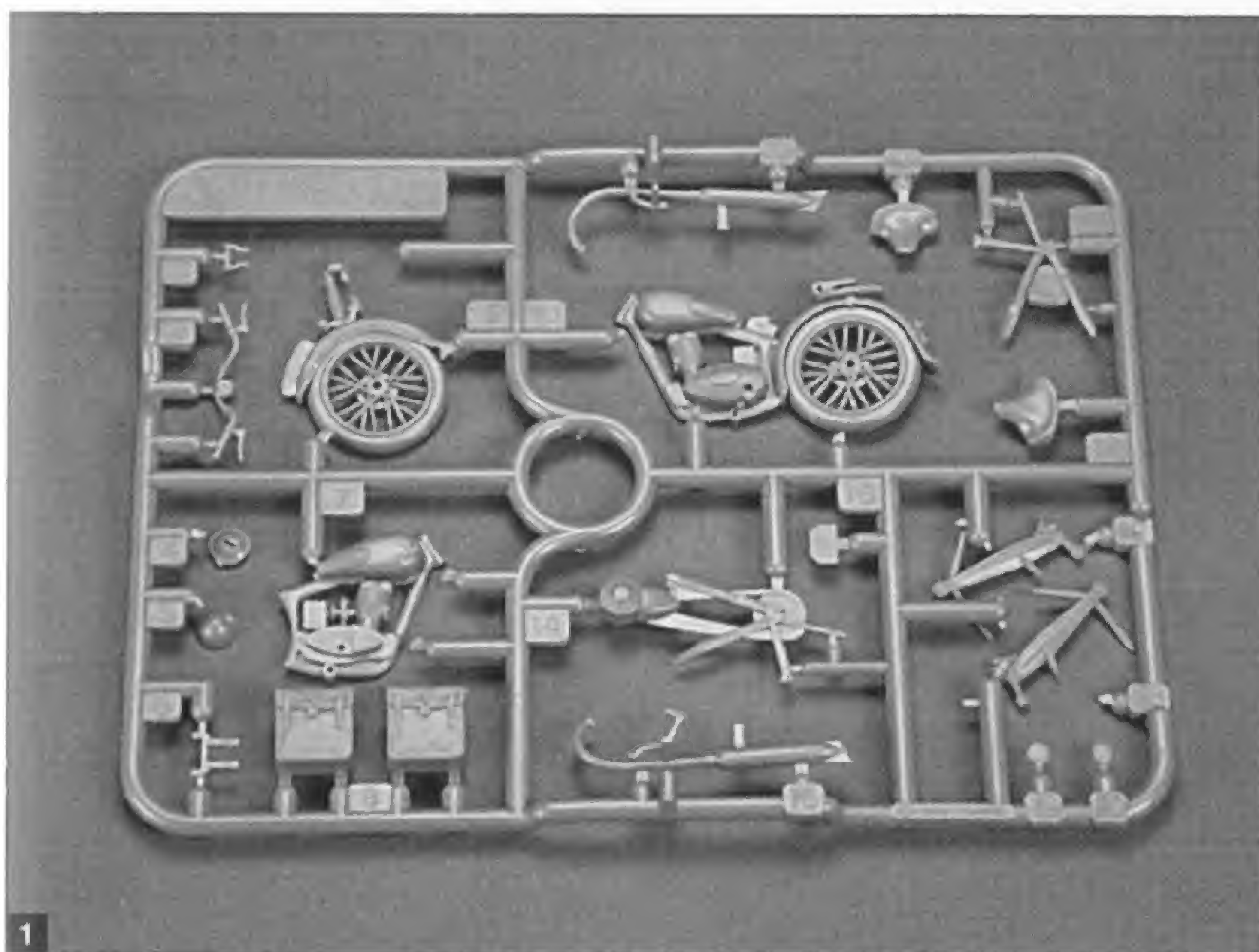
MMiR RECCE

Tamiya German Military Motorcycle DKW NZ350. Kit number 89548. Suggested retail price \$6.25. Kit graciously provided by the manufacturer.

References

German Motorcycles in World War Two by Stefan Knittel, Schiffer Publishing. ISBN: 0-88740-205-4. The value priced reference with photos of everybody.

Militärfahrzeuge of the Wehrmacht Vol. 1 by Kurt Rieger and Uwe Feist, Ryton Publications, 1997. The more expensive alternative, this book has five excellent shots of the DKW. Packed with hundreds of vehicle photos, if German stuff is your bag, you should have this book (dammit!).



1. This is the sprue as it comes out of the bag. Pretty simple stuff.

2. I've got all the main components together here. The front wheel is trapped between the two wheel forks. The frame and rear wheel are one piece.

3. This is instruction stage 2, with the left side exhausts added and the kick stand. Note the absence of the blu-tak blob.

4. Most of the detail gets added here, with the right side exhausts, the chain (mated with a frame member for simplicity), the seats, gas tank caps, rear number plate and handle bars.

5. The final sequence is for the addition of the rear saddle bags and that's it!

6. This shows the finished bike from the left side. A small decal sheet is

provided and it includes the single gauge and different number plate choices. There are certainly many detailing opportunities, the brake and throttle lines being the most obvious. Several years ago, *The Show Modelling* offered a terrific set for the Italeri bikes that included white metal wheels and photo-etched spokes. Such a set for this kit would leave little plastic remaining, but it'd still be cool.

7. The finished and painted bike. The figure is the Hornet East German MP (believe it or not) converted into a Kradschützen type. The model is built "completely out of the bag."

8. The single gauge is on the decal sheet, which is quite handy.

9. The number plates are also decals. There's a choice of both SS and Army units.

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Mini-Men

A PEEK AT WHAT'S NEW ON THE FIGURE FRONT



Here's another heapin' helpin' of happnin' soldiers to get your juices flowin'.

Dragon

Nothin' says lovin' like extra goodies, and this round Dragon has four figure sets which might as well be called Great Big Box of Goodies and Extra Stuff—plus Four Figures.

6110, Grenadiers, Pz.Gren. Regt. 25, Hitlerjugend Division, 1944 (1), is most interesting because you'll swear these mean teens are smaller than the normal Dragontruppen. Four standing figures, two in smocks and two in camo overalls, with a squad leader, rifle grenade trooper, MG42 gunner, and ammo bearer. There's a definite feel that they're waiting for orders. Plenty of extra weapons and cool gear here.

6111, Panzergrenadiers, Panzer Lehr Division (Normandy 1944) (2), is sure to please because it's very difficult to find ground troops wearing the reed green assault gun uniform. Here they are. There's the standing-and-pointing officer type (always a family favorite), a squad leader, MG42 gunner, and ammo bearer. Same standing format as 6110, but somehow there's a more battle-hardened look and feel. You know—casual, but ready to rock and roll.

6112, Sd.Kfz. 250 Engine with Mechanics, is so involved we feared a photo just wouldn't do it justice. In a very sharp move, Dragon has popped out an engine set for their wave of Sd.Kfz 250's, beating all the aftermarket guys to the punch. Each box includes two very cool Maybach HL42TUKRM engines; four large oil cans; two open tackle-type boxes; two hammers; two jack stands; six wrenches; one screwdriver; two oil cans; two folding tables; two folding stools; three standing/leaning Germans in the reversible winter suit; a kneeling mechanic (incidentally, one of the best injection figures we've every seen); and three extra pairs of arms. What's that, you say? You want more? As an extra goodie, there's also a complete cold weather starter from Dragon set 9051. There aren't any instructions for the starter, but you've probably already got 9051 in the closet somewhere. All in all, a top value for the green.

6115, 352nd Volksgrenadier Division (Ardennes 1944) (3), continues Dragon's new trend of more specific units in their figure sets, and these are no disappointment. The two overcoat dudes have complete legs, around which you attach the overcoat segments. It's a very authentic look and well executed. They're accompanied by two hearty fellows in the reversible winter suit, also suitably geared up. By the way, that fellow on the far right with the StG44 is as good a 1/35 German as you'll find anywhere.

Jaguar

63092, Have a Light? 1945 (4), continues Jaguar's sub-series of smokin' dudes. The lightee is finely equipped, and even has the proper canvas strap around his back connecting the StG44 ammo pouches. The lighter wears the basic officer's equipment and sports the wide riding breeches preferred by the more fashionable among the Third Reich. An excellent go-anywhere pair.

63095, Steamboat Willie & The Sniper, Normandy 1944 (5), is another excellent resin set from the pages of Saving Private Ryan. Build it as such, or use them elsewhere. Willie has a truly authentic look to his Zeltbahn poncho—it flares nicely at the bottom. The G.I. is finely detailed as well, sans gear, and would easily fit into a combat scene. The pair comes with another cool Jag-O-Rama base, this time with a partial sandbag wall.

63096, Surrendering Russian Tankers (6), has a pair of Ivans hanging it up. The man in shapka cap and shuba coat is designed to be emerging from a turret hatch (or perhaps a foxhole). Our guy is propped up on a Lego (Lego not included). He'll convert easily to a German, if you prefer. His companion wears the padded telogreika and tanker helmet, and the whole left side of the helmet is a separate piece—allowing for a superb dangle on the chin strap.

63099, "Desperate Straits", Fighting Bailing Out Panzer Crew (7), is going to be remembered as one of the Jaguar classics. The tanker figure is clutching a chest wound as he fires a Walther (whose barrel is cast as a separate piece to prevent breakage—very cool). His legs are drawn around him in one of the best-sculpted poses you'll find. His compadre is kneeling in sheepskin coat and cap, in full stretch as he prepares to hurl a potato masher. He's clutching a PPSH-41 in the other hand. These bad boys will fit into any combat scene, and are a definite must have. Hoo-ah.

63100, "The Inspection", The Fuhrer and the Junger, 1945 (8), is drawn straight from the history books as Adolf has just pinned a Knight's Cross onto a young member of the Hitler Youth. Hitler is stunningly rendered, with his collar turned up and a gaunt look in the sculpting of the face. The young Junger looks convincingly impressed as he shakes the Fuhrer's hand, which is cast into his own. A simple rubble-strewn Jag-O-Rama is included.

63101, German Medic with Wounded Officer (9), continues another Jaguar sub-series of wounded guys, and this is a good 'un. A medic complete with medical attendant's identification vest (hemd für sanitater) and medical pouches wraps a bandage around a wounded officer's





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head. The officer wears a greatcoat which is unbuttoned to the waist, a nice variation from fully buttoned figures.

63102, Reloading Russian Tankers for T-34/SU-100/SU-85 (10), is named as such because the figures are specifically designed for the unique forward hatches of these vehicles. Vertical Ivan wears the denim overall and the padded tanker helmet, while his kneeling buddy wears the 1943 blouse and trousers and a sheepskin cap. The shell is molded to the standing man's cap. Reloading figures always lend a nice air to your AFVs. Dig it.

Takahashi Modelling

The producers of The Show Modelling have launched a new set of white metal figures, many of which are remarkable likenesses of real dudes. Here's the lowdown.

TK-01, German "LAH" SS Brig. Sturmgeschütz NCO, Barbarossa 1941 (11), has a standing sergeant type in the reed green sturm-artillerie version of the black tanker's uniform. He wears the Feldmütze, and the simple details of the uniform are wonderfully executed.

TK-02, German "LAH" SS Panzer Division Sergeant, Villers-Bocage 1944 (12), bears a strong resemblance to one of Wittman's boys. He wears the pea pattern camo SS tanker outfit with Knight's Cross, Iron Cross, and Tank Assault Badge along with the black tanker's Feldmütze, and looks just right with hands on hips.

TK-03, German "General Goring" 16th Company Lieutenant 1942 (13), is a charming officer with arms crossed over his chest and a nice smile. The HG tankers wore the black tank troop outfit, but with Luftwaffe eagle on the chest, distinctive cuff title, and white piping on the collar. In addition, his officer's Schirmmütze bears the large Luftwaffe winged cockade. We like this guy, and we like him a lot.

TK-05, German WH Tank Crew of PzKpfw IV Lorraine, September 1944 (14), is a dapper fellow with buttoned over tanker tunic worn over reed green coveralls. With his hands clasped behind his back, he's a smart lookin' dude, and wears the black panzer Einheitsfeldmütze. These are the first four of what promises to be a large series, and we look forward to the next releases.

Warriors

Now in full production mode at VLS in Missouri, Warriors is pumping out single, double, and triple figure sets on a regular monthly basis. There's a lotta love this time around!

35260, Japanese Tank Crew/Summer (15),

has a full-figure officer and two partial figures to fill up the hatches on your IJA kits. Japanese figures are few and far between, and these are a beaut. All three wear the tropical uniform, with the officer in the distinctive campaign cap and the two crewmen in IJA crash helmet. If the officer strikes your fancy by himself, you're in luck—he can be purchased separately as item 35272.

35261, Russian Tanker - Winter (16), has one serious looking dude braced for action. He wears the always popular sheepskin coat and cap and is gripping a Tokarev T33 pistol in his right hand. The holster is open, the holster is open! (We just love it when sculptors do that.) Slap on a new head, and he becomes a German—the sheepskin coat was highly coveted by any cold Eastern Fronter who could get his hands on one.

35262, Surrendering German (17), has a disheartened member of the Wehrmacht on his knees, hands in the hair—just the way we like 'em. He's bareheaded, with an ammo belt cast around his neck. He wears the standard field gray uniform (early pattern—note the pleated pockets) for Eastern or Western Front submissiveness.

35263, SS Tanker/Winter (18), wears the officer's Einheitsfeldmütze cap, tanker tunic, toque (scarf), and padded reversible winter trousers held up with suspenders. His jacket sports the Iron Cross 1st Class and Tank Assault Badge, plus the Iron Cross 2nd Class (or Winter 1941) ribbon on his lapel. He is suitably intense, with left hand on his hip and binoculars in his right.

35264, German Officer Kneeling (19), is a separate figure release from the large Stalingrad instorama (35256). He's wearing the standard early pattern field gray uniform (there's those pleated pockets again) and brandishes an MP40 as he hollers back at someone or something. His helmet sports leather camouflage straps. His ammo pouch and map case are molded on (cool), and he wears the Close Combat Clasp, Infantry Assault Badge, Iron Cross 1st Class, and button-hole ribbon (see 35263 above).

35265, Wehrmacht Grenadier Lying Down (20), is another offering from your friends at Warriors, if you lack the green for the big Stalingrad scene. This guy has a makeshift camo cover on his helmet and molded on binoculars, PPsH 41 pouch, pistol, bread bag, canteen, and mess tin, plus a stick grenade in his boot. Why do we love the molded on gearage? Better detail, of course. With liberated PPsH in hand, he's motioning to a companion. ("Fritz! Kommen sie hier! Ich gründen der MMiRs!")

35266, Waffen SS Stretcher Team (21), is a little gem with two medics transporting a wounded



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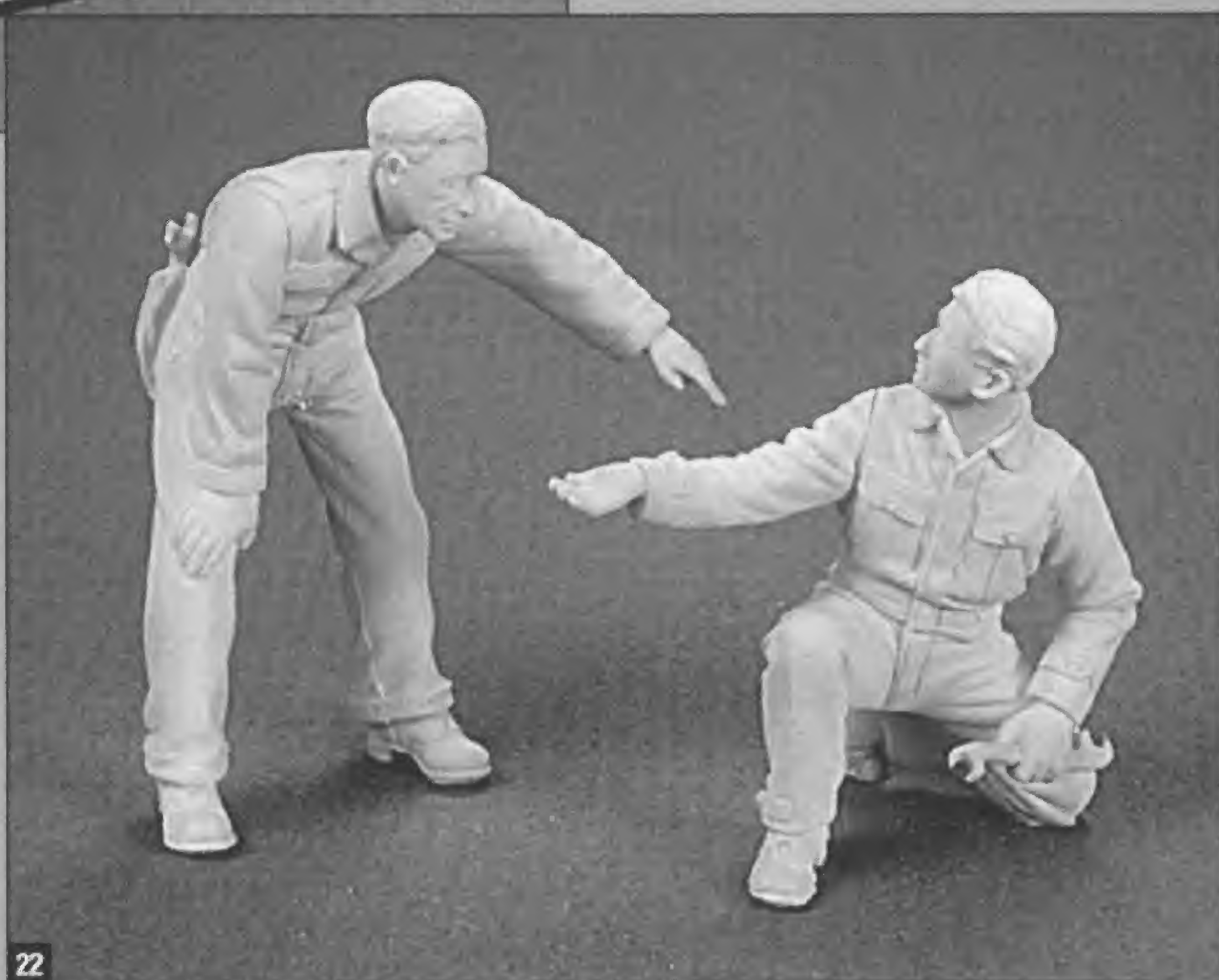
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man on a stretcher. Both medics wear the 1944 blouse (no pleats on the pockets—see?), plus medical pouches and armbands. Wounded Willy is suitably distressed. A very unique piece to go on any roadside or aid station scene.

35267, Universal Mechanics (22), aren't rocket scientists, but a fine pair of generic dudes in overalls. US, German, British, Russian, Polish, French—pick your Anglo. Kneeling man has wrench in hand, and standing man has a tiny wrench cast separately for his rear pocket. Gotta love 'em.

35270, USMC Tank Crew WWII (23), is a long overdue set for our Pacific Devil Dogs. These are three distinctly different figures, and are brilliantly executed. The three-quarter figure in the T-shirt wears a tanker helmet and shoulder holster, and is shaking out a smoke from a pack of cigs. The bareheaded driver type wears the 1941 fatigue jacket unbuttoned, with shoulder holster beneath. Check out the dog tags on both of these guys. The full standing figure wears the tanker helmet and 1941 fatigues in OD or USMC camo, and has a Thompson braced on his hip. His belt gear is all molded on—holster, ammo pouch, binocular case, and first aid pouch in the back. Most excellent. Semper Fi.

35271, US Army Chaplain and GI WWII (24), is a poignant set with a kneeling soldier receiving a blessing from the standing padre. The GI cradles his steel pot on his right knee. The chaplain holds a Bible in his left hand, and wears the chaplain's stole around his neck. It's been said there are no atheists in a foxhole, and plenty of soldiers have found the faith as they prepared for battle. This set makes for a wonderful stand alone vignette, or would fit on a nice diorama, either pre- or post-D-Day.

35273, SS Grenadiers Walking (25), launches a new sub-series of walkin' dudes from Warriors. Here we have two SS grunts in late pattern tunic sporting Kar 98K rifles, out for a stroll down your latest dio. Both have molded on breadbags, canteens, and mess tins. Infantry guys walk, and you can never have too many of 'em.

35275, Wehrmacht Trio Walking 1939-45 (26), brings us three of the walkin' Wehrmacht. These are superb figures, all wearing the early pattern tunic seen throughout the war. There's plenty of molded on and loose gear here. The interesting thing is that these guys are multi-pose. You get three complete bodies, three heads, three left arms, and three right arms. Now see how many combinations you can come up with!

35276, Wehrmacht Steyr Crew (27), is a three-man set of sittin' soldiers designed specifically for Tamiya's Steyr Kommandeurwagen. There are two men for the back seat, and one for

the front passenger. That means you can use the Tamiya driver, or else have the driver standing outside or MIA. Makes a lot of sense, as most model vehicles aren't moving anyway. There's more great detail here, with all three men wearing ankle boots and gaiters, early pattern tunics, and Einheitsfeldmütze caps. Arms and heads are separate, everything else is molded on. Based on the major success of their SS crew for the first Tamiya Steyr, this one's going to be another winner.

35285, Defense of Budapest (28), is a complete vignette with two Germans swinging into action. The man in the forefront wears the sheepskin coat and cap, and is firing a Luger. (Open holster again, thank you very much.) His companion wears a collar-less fleece-lined jacket over his uniform, with fur cap and Gewehr 43 rifle. Both are beautifully detailed and posed. The base is comprised of the ground work with a separate wall section, and can stand alone or be incorporated into a larger scene. Hoo-ah.

35283, Waffen-SS Trio Walking 1939-45 (29), brings us three more of the Schutzstaffel. These are also superb figures, all wearing the early pattern camo smock. Like their Wehrmacht counterparts, they wear the marching boots and sport plentiful equipment, but are otherwise distinctively different, including three new heads. Collect a bunch, collect 'em all, and see how many variations you can make to form a lengthy column of foot soldiers.

35291, SS Gebirgsjager (30), is an SS mountain man which will make a beautiful showpiece. There's plenty of gear and detail here, and check this out—the head, arms, and MP40 are separate, and all the other equipment is molded on. We're talkin' ammo pouches, mountain ruck, helmet, pistol, rope, bread bag, and more. He comes with a little base to stand him on, and is a real stunner.

Yanks

9746, USMC Dog Handler (31), is the solo entry from Yanks this issue. This Marine could be WWII, Korea, or Vietnam, and is squatting on a small base in T-shirt, fatigue trousers, and camo-covered helmet. He's holding a metal canteen, and his canteen cover is dangling empty from his belt. Fido is a metal two-piece Doberman, and to the best of our knowledge is the first 1/35 Doberman every produced. He's well rendered and, well—fully equipped. A unique and welcome set from the Yanksters.

All figures reviewed in the Mini-Men section are submitted by the manufacturers.



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A History of the American Medium Tank

By R. P. Hunnicutt

STUART



A History of the American Light Tank

Volume 1

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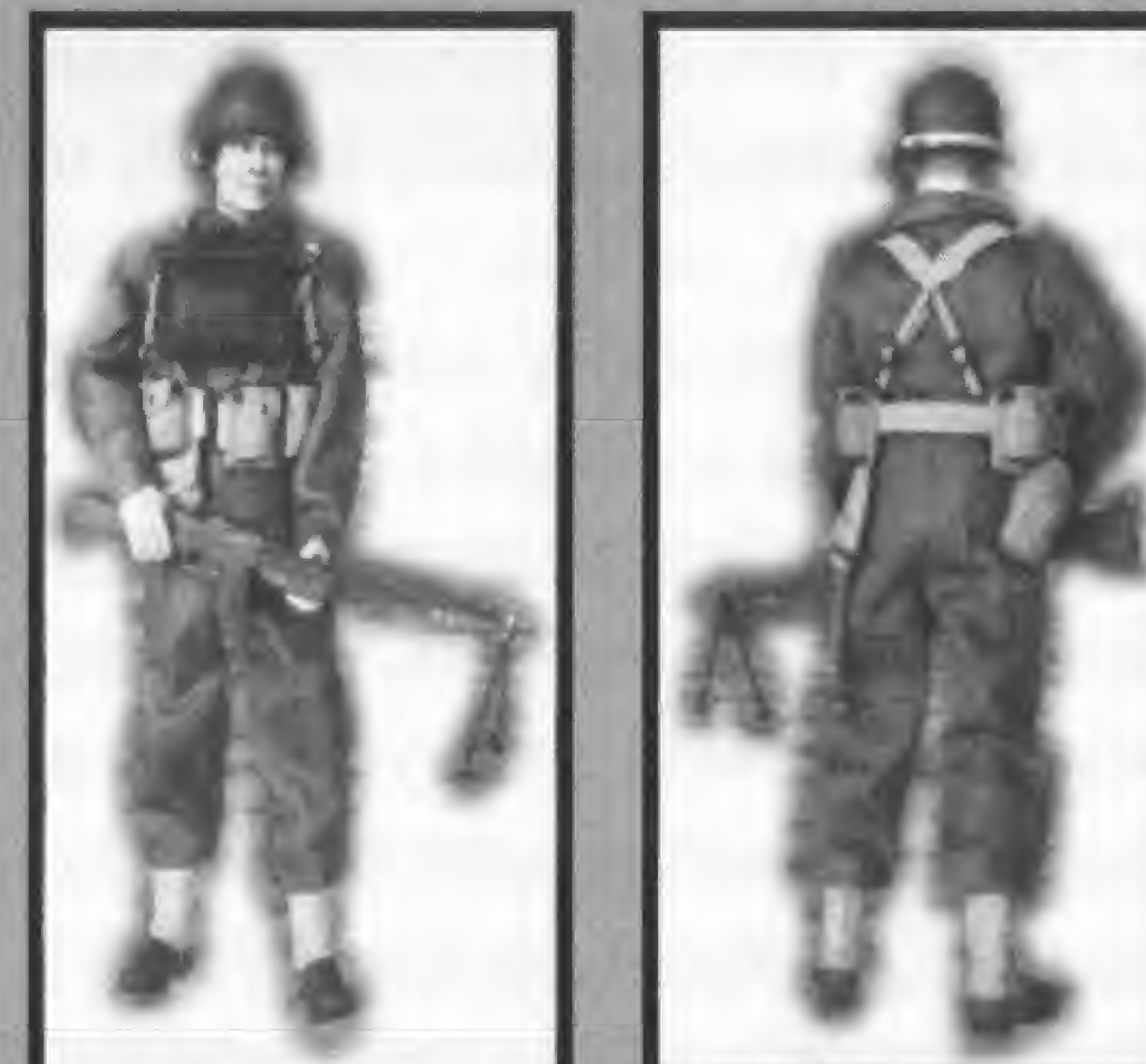
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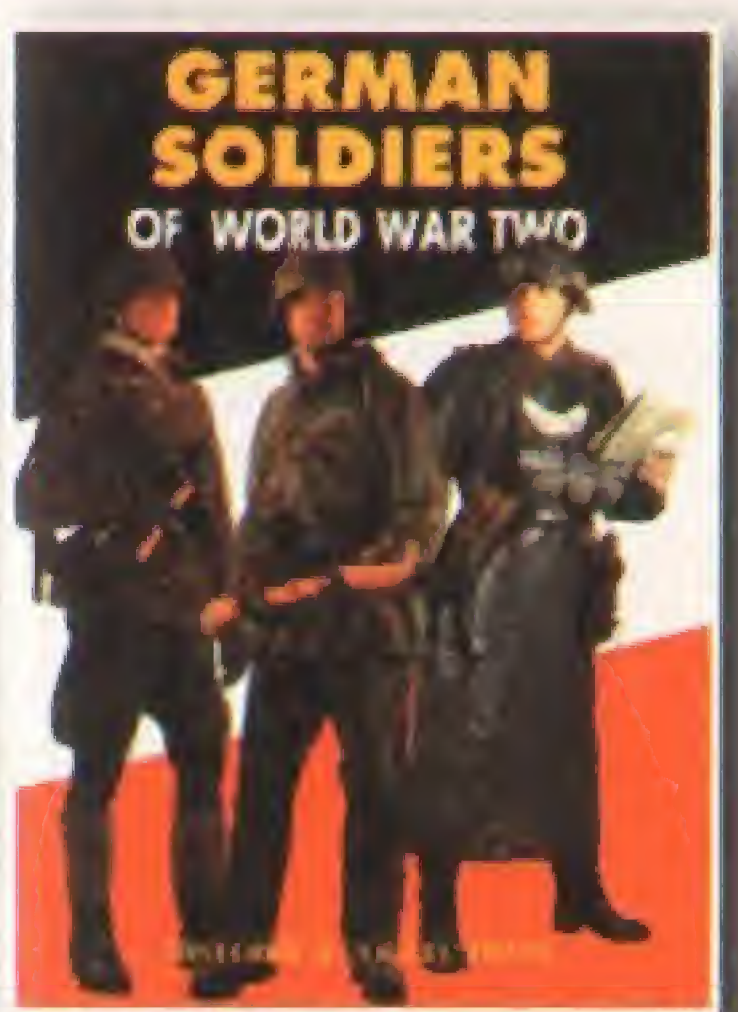


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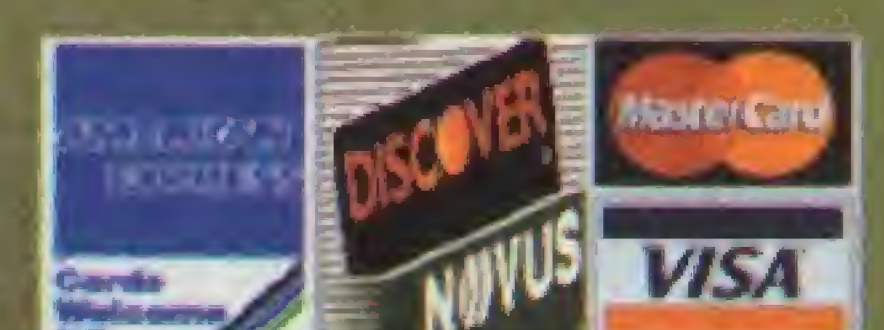
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Hetzer with a hat

AN INTERESTING SPECULATIVE PROJECT FROM NEW CONNECTION



Well, panzer freaks, here's another one of those German "science fiction" projects. This one is based on the Czech-built Pz 38(t) chassis, and the idea was to mount a simplified Pz IV turret with a low pressure 80mm gun on a Hetzer. Luckily for the crews, the thing was never built. With its light armor and short ranged main gun (maximum 800 yards!), it would've been the land based equivalent of the Japanese Baka bomb. Interestingly enough, a couple hundred of the guns, called the PAW 600, were built; it fired a fin stabilized round with a shaped charge warhead. One is on display at Aberdeen, if it hasn't rusted away.

Construction

The basis for the conversion is the DML Hetzer kit, although you could use an Italeri, if you've got

one laying around. The conversion, from the German company New Connection, is of very high quality and consists of the turret (eleven parts, including a turned brass barrel), a very nice upper hull that is a glove fit on the DML lower hull, and a rear plate that, oddly enough, adds five scale inches to the length of the vehicle. A periscope for the driver, a muffler/exhaust pipe, and the cone shaped fitting for the rear plate are also included. There are no visible pin holes to fill, and fit was very good in all the parts.

The Turret

No interior is provided. No surprise, as who the hell would know what it would look like? The hatches are separate, though, just in case you wanted to put crewmen in them. I didn't, so they're closed up. The muzzle brake is quite well done, and the fit of the non-tapered barrel is excellent at both ends.

Some sanding is necessary to get a good fit of the turret ring to the upper hull.

Lower Hull/Suspension

This is straight DML, with the exception of the tracks. Build kit steps one through four. The articulated idler mount is a nice touch, and it facilitates fitting the track. This is the only drawback to using the earlier Italeri kit; it has a fixed idler.

There's nothing wrong with the separate link track provided with the kit, but your esteemed editor sent along a set of the Friulmodellismo workable tracks, number ATL-35, so, of course, I used them. Everybody knows these tracks are the epitome and they cost like it. But boy, are they nice!

Set up some kind of jig to cut the aluminum wire provided for the track pins. I used my Northwest Short Line "Chopper", which is designed to cut styrene. Using it to cut wire ruined the blade, but,



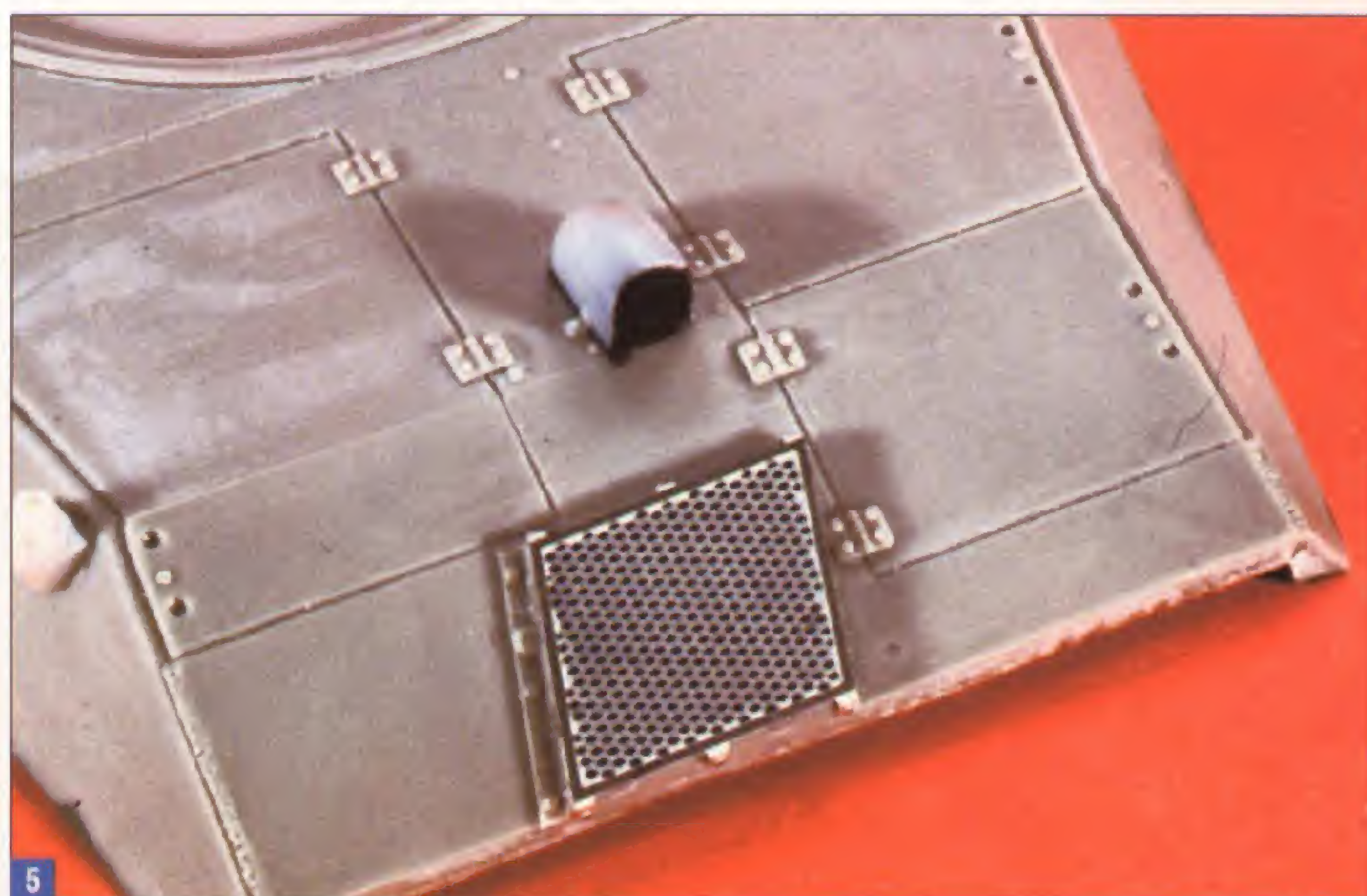
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since it's just a single edged razor blade, that was no big deal. The best thing about using this tool was the way it cut the wire. It didn't cut all the way through, so I wasn't chasing flying tiny track pins all over the studio. It cut about half-way through, producing an acute angle in the wire that just required a bend back the other way to separate the pin. Cut a bunch, 'cause you need almost two hundred.

The track shoes needed very little cleanup, but some did, so you'll need to inspect each shoe. The flash is minimal, and only needed a quick swipe with a file. Some of the holes for the pins are closed up, and this required more careful inspection and some attention with a drill. You definitely want to

do this before you start assembly.

I used ninety-seven shoes per side, which is either one or two too many. I found out (the hard way) that if you do a good job cutting the track pins, that is, get them just the right length and set them with a dot of gel super glue, that there's no way to get them out, and thus no way to shorten the track. Hmmm... And this is with the idler set as far to the rear as I could get it.

1. Parts of the PAW 600 main gun, with the two parts of the muzzle brake already assembled. The brass barrel was a nice fit on both ends. 2. The assembled turret; this was to have been a simplified, less armored version of the PzIV turret. 3. The rear plate with the shim of .020 styrene added at the top. This was the only significant fit problem. 4. The plate installed on the hull. The kit plate fits inside the hull, while the conversion part butts up to it. This adds five scale inches to the length of the lower hull. 5. DML parts on the resin hull. The shroud over the exhaust opening isn't shown in the drawing, but it made sense so I used it. The photo-etched grill is a perfect fit. The antenna mount is on the left rear. 6. The turret finished and painted. 7. The turret after dry brushing; note how the colors are now much more muted than in the previous shot. 8. Lower hull and running gear with paint. 9. Same as left, with the Friul track installed. Ninety-seven shoes is a bit too long; one or two shoes fewer would've been better. 10. The resin upper hull installed on the lower hull. 11. Here's the rear plate area. A little putty was needed on the left side.



13



14

12-14. The finished model. The color scheme was derived from Hetzer patterns. The outside of the track was sprayed with rust color, then sanded to bring out the metal. The inside of the track was left unpainted except for a black wash. The rearmost skirt didn't quite fit its holes, so the shovel was added at the rear to cover it. The Friul tracks wouldn't fit under the track brackets. The brass fender ends are from an Airwaves StuG set.



12

Upper Hull

Like I said, this is a glove fit on the DML lower hull. The only real fit problem on the whole thing came with the rear plate. You must install this with the upper hull in place, either dry fitting or glued on! And you'll see a gap along the upper edge. Now, I don't know if the builder is supposed to sand the plate down to fit or what. Nothing mentions any cutting or sanding in the admittedly rudimentary instructions. The kit part fits inside the hull, but there's no way this piece will fit that way. My solution was to add a .020 shim along the top edge of the plate, and then use a bit of putty.

Some of the DML parts were then added to the resin hull. At the front, the mount for the Netek light fit nicely, and the wiring cast onto the hull was another nice touch. Figuring this would have been a late war effort, I substituted a Bosch headlight from the Tamiya PzIV accessory kit for the Netek. The antenna mount from the kit went on the left rear of the hull; only the mounting nub from the back had to be removed for a good fit. I used the shroud for the exhaust opening, even though it's not shown on the diagrams, because why would any sane person allow rain to fall directly onto an engine?

I also used the DML photo-etched parts, the engine grill cover and the exhaust cover. The first

was a perfect fit on the engine deck. The other needed a bit of file work to get a fit around the exhaust inlet. Both looked fine installed. Right below the exhaust on the rear plate are two spare track brackets. I installed these empty, as they wouldn't fit over the Friul track shoes. Some handles and tow brackets also go on.

There are mounting holes in the resin hull for the DML skirts. All these, except the one on the left rear, were good fits. That one showed the hole at the rear when installed, so it got a shovel from the accessory kit to cover it. The drawing showed a set of light metal fenders angling down from the kit fenders, so I used a pair from a photo-etched sheet (an Airwaves sheet for a StuG). And somehow I spaced out when it came time to put on a taillight.


Paint and markings

Like I said before, this would've been late war,

so I used the scheme of dark green with hard-edged splotches of Africa yellow and hull red, all paints being Pactra. The pattern was derived from some of those seen on Hetzers.

The only markings applied were Balkankreuz, from a Tamiya sheet. The model was sprayed with gloss, the markings went on, then the whole thing was oversprayed with flat.

Conclusion

This is a very nice, well done conversion, if you must have these paper projects (and I like to do 'em). This stuff is a little pricey, but quality has its cost. The tracks were spectacular, if time consuming. Could the effort, both from the modeler and the manufacturer, be better spent on something that was real? That's up to you. 

—Joe Morgan

MMiR RECCE

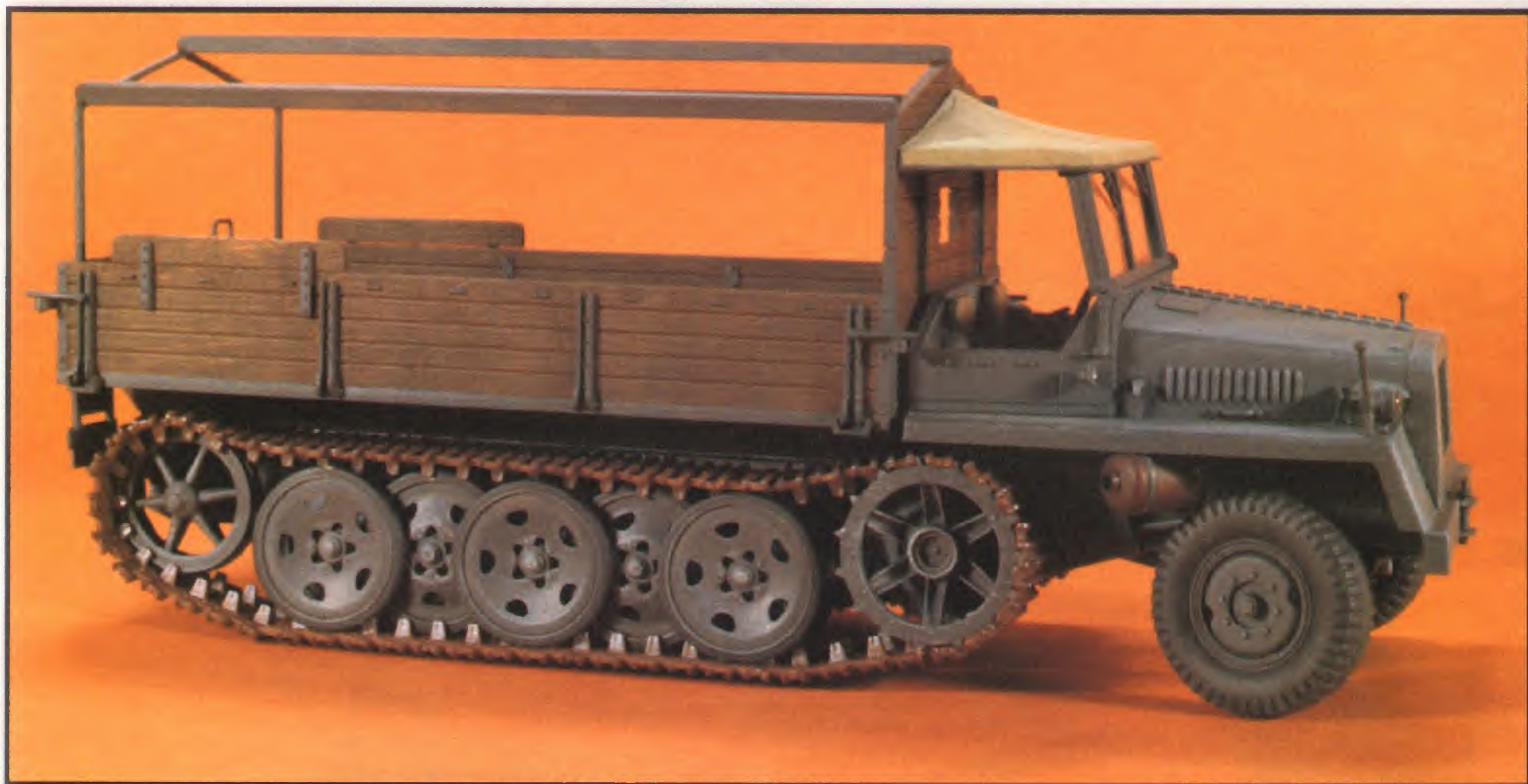
New Connection Hetzer simplified PzIV Turret Conversion. Kit number NC 3563. Suggested U.S. retail price \$52.95.

References

Kliment, Charles K., and Francev, Vladimir, *Czechoslovak Armored Fighting Vehicles 1918-1945*, Schiffer, Atglen, PA, 1997.

Schlepp That!

IT'S ONE MORE TIME FOR THE SWS CHASSIS FROM ITALERI



Italieri never fails to use their molds as many ways as possible, and this kit is the inevitable follow-up to the Panzerwerfer 42, based on the same chassis. The earlier kit is the armored cab version; this is the truck cab version, and, like all the newer Italeri stuff, is a very nice kit.

Production of these halftracks started in 1943 in response to the difficulties experienced on the roads (or lack thereof) of the Eastern Front. Designed to replace the more complex Demag and Bussing-NAG halftracks, the latter manufacturer and Tatra built a little more than 800 of these vehicles in various guises through 1945. Tatra continued production after the war.

Construction

This kit is built in three subassemblies; the chas-

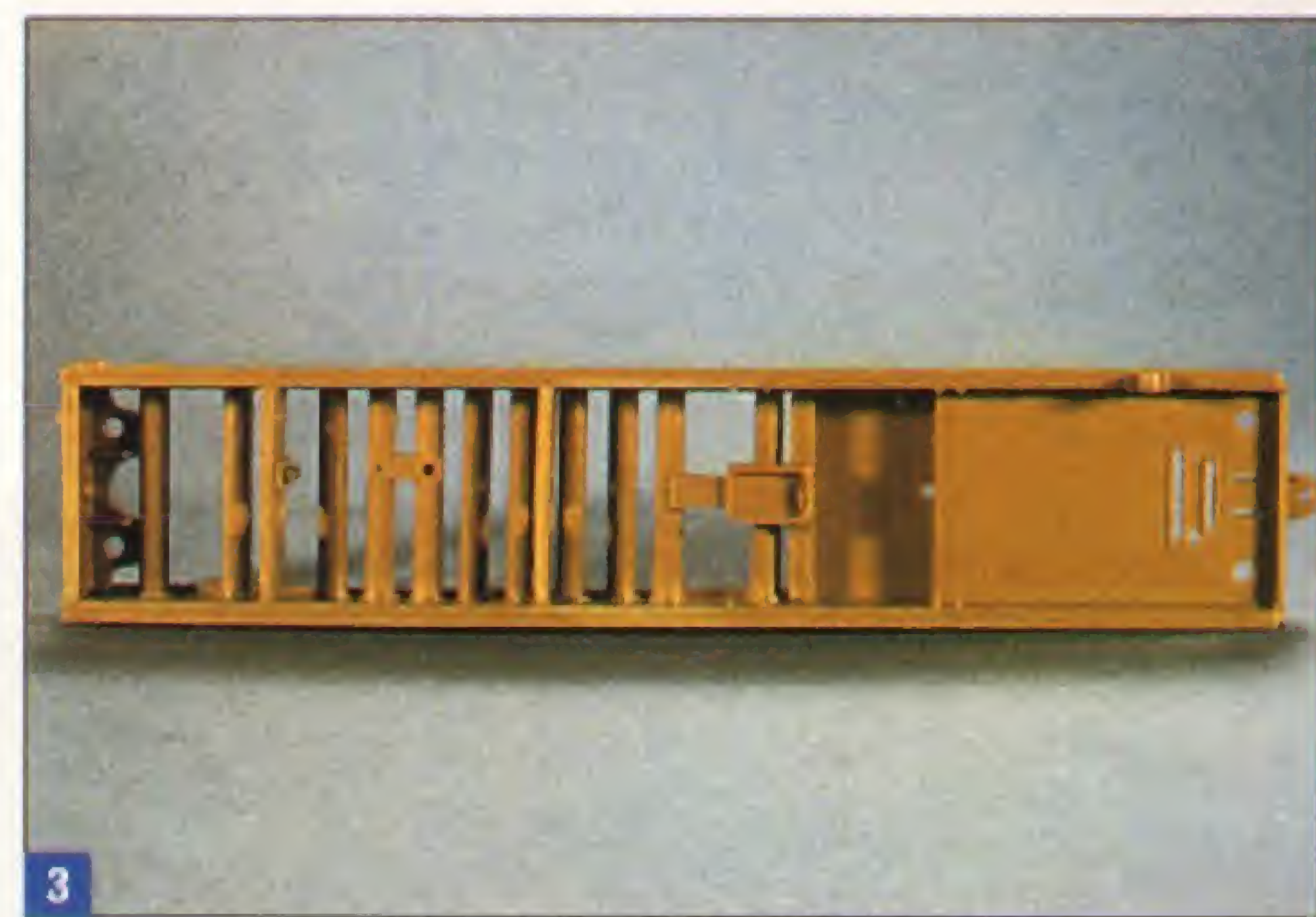
sis, the cab, and the bed. Because of the open cab, painting is not as simple as most armor kits. In fact, I used my airbrush less on this kit than on any kit I remember. It really doesn't make any difference which parts you start with, but being a traditionalist, I started with the chassis.

Unlike the new Tamiya stuff with a molded frame, this baby has to be put together from seventeen parts. It isn't as difficult as it sounds, though. The right and left frame rails are deep and sturdy, and the front pan/cross-member (part 15A) spans about a third of the frame. Two central cross-members (parts 12A and 14A) and a rear cross-member (parts 5A/6A) are all well located by mounting ribs, as is the front one. The tubes for the torsion arms that also span the chassis actually have no structural value... they don't quite reach from side to side, but just sit in their mounts. All the other parts

that go into this subassembly (air tanks, transmission, drive shaft, gas tank, sprocket and idler mounts, torsion bar arms) are very good fits, with no noteworthy problems.

The front suspension was quite complex, being comprised of nineteen parts, not counting the wheels, but again everything was a good fit and it went together easily. As you can see, the front wheels can be posed angled.

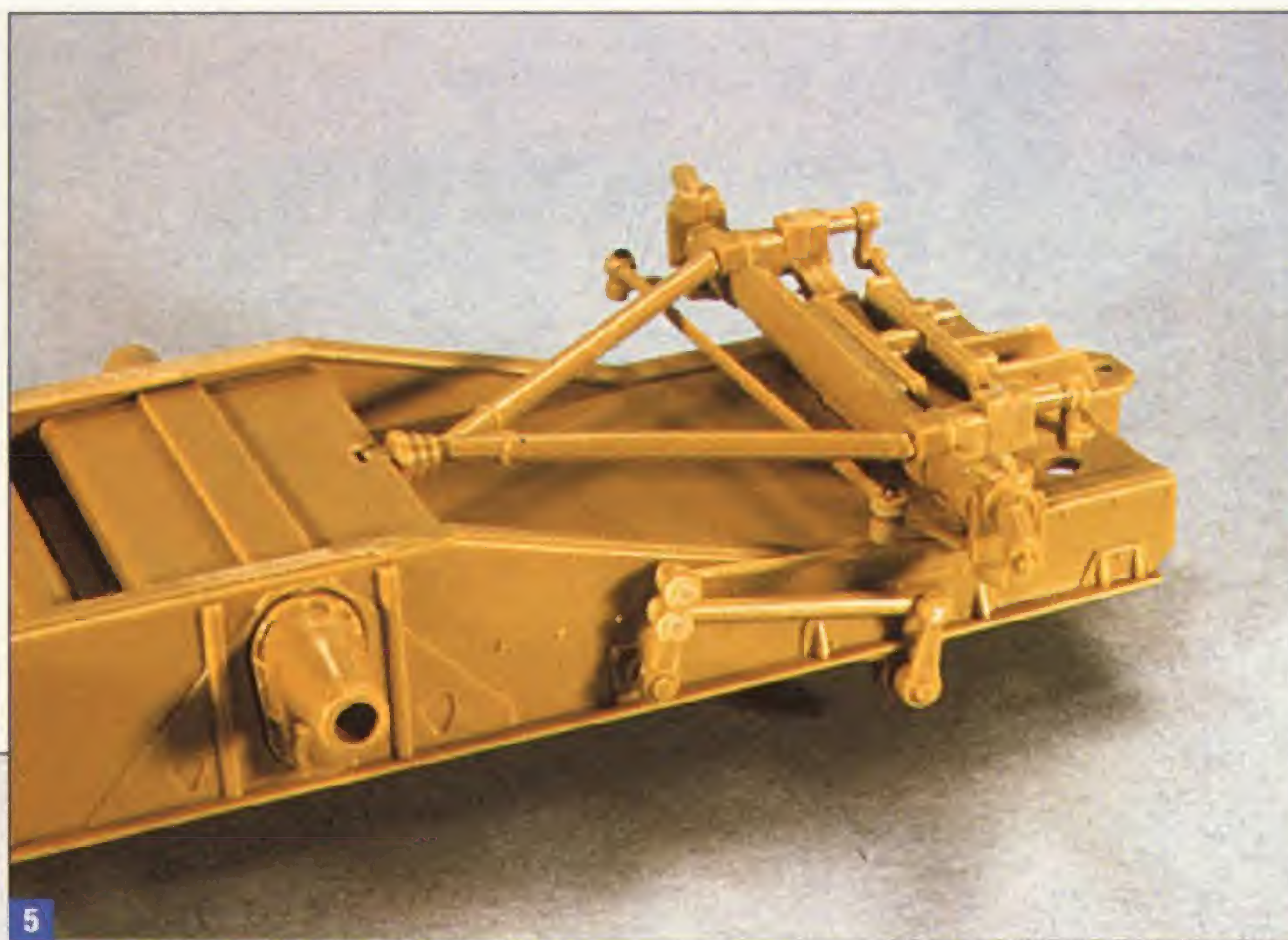
After this dried, I added all the small bits at the rear of the chassis, like the tow hook, idler adjusters, hook for the safety chain, and the rear



1. Here's the interesting decal sheet, allowing the modeler to create his own license plates. Nice, but too fiddly for me. 2. The chassis has to be assembled from all these parts. 3. Because the front pan and the cross-members are well located, this went together quite well. The tubes are non-structural.



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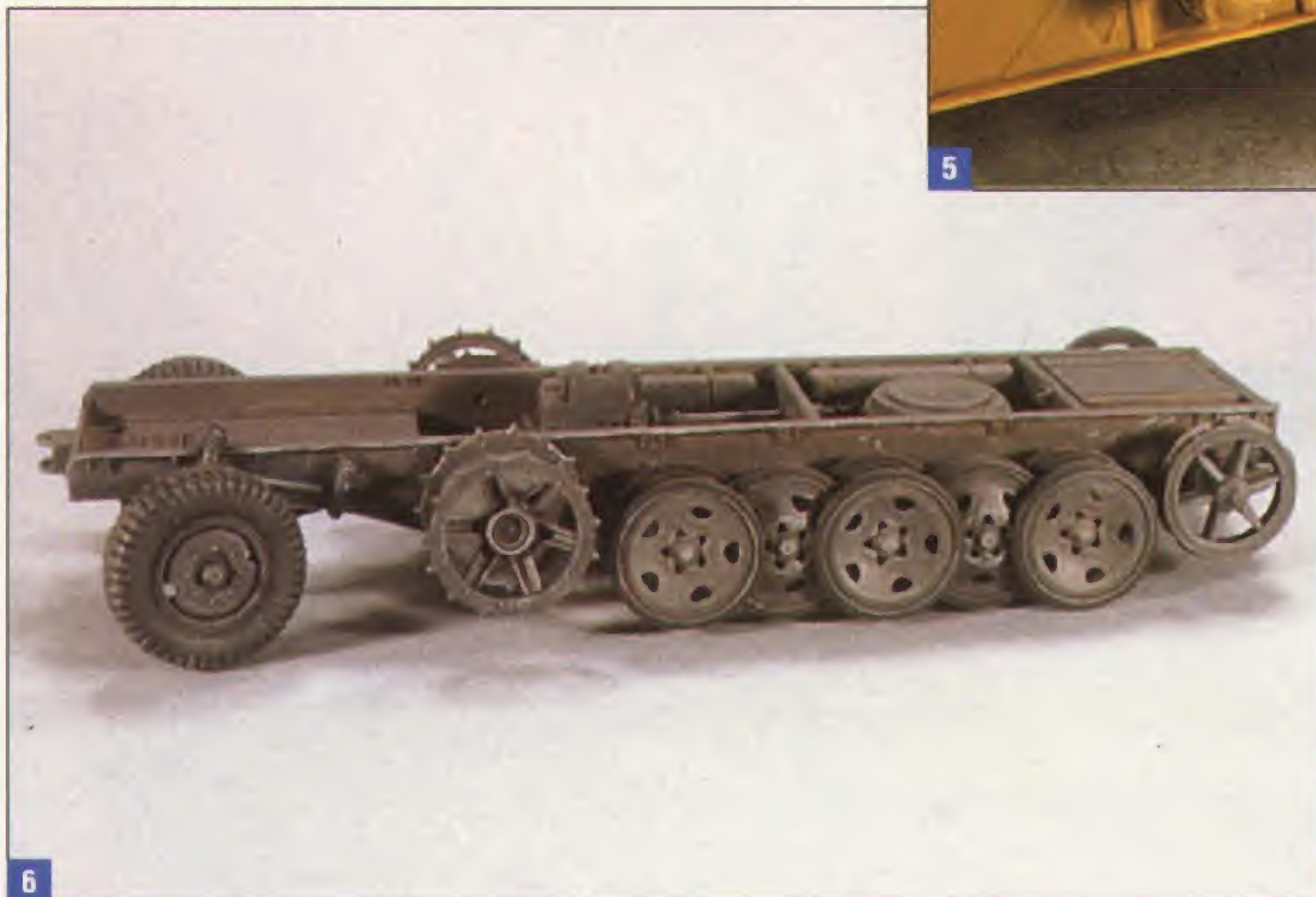


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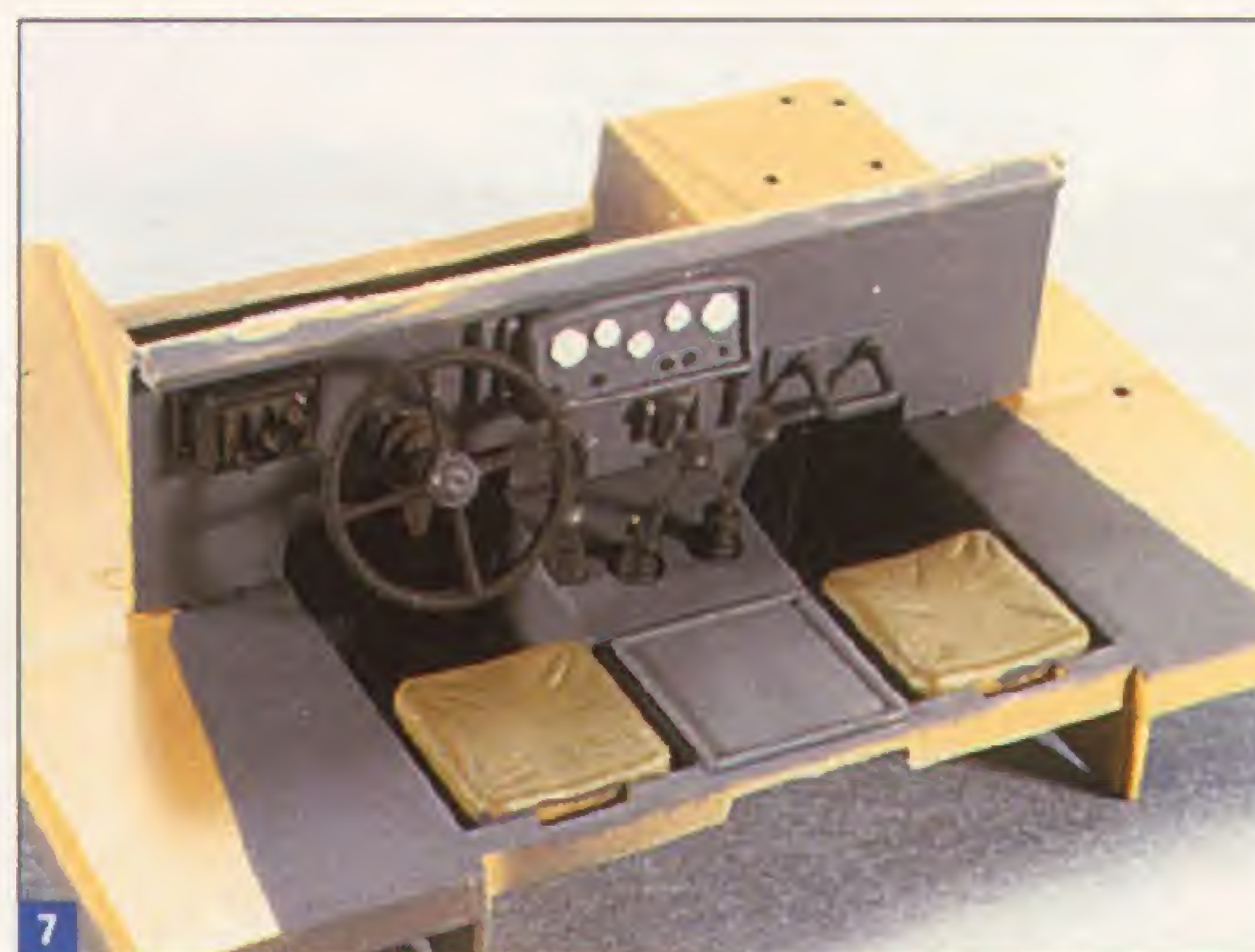
4. Knockout marks on the drive sprockets had to be filled; the only place on the kit this kind of thing was really necessary. 5. The front suspension was quite complex, but fit was good and it presented no problems. 6. The finished and painted chassis. 7. The open cab had to be pre-painted. 8. Here's the finished bed, with its natural wood finish. 9. And here's the finished cab, complete with windshield. 10. The chassis with the tracks installed. There are no extra shoes in the link-and-length set. 11. The three subassemblies ready for final assembly. That's

the cab roof in the foreground; it's the last part to go on.

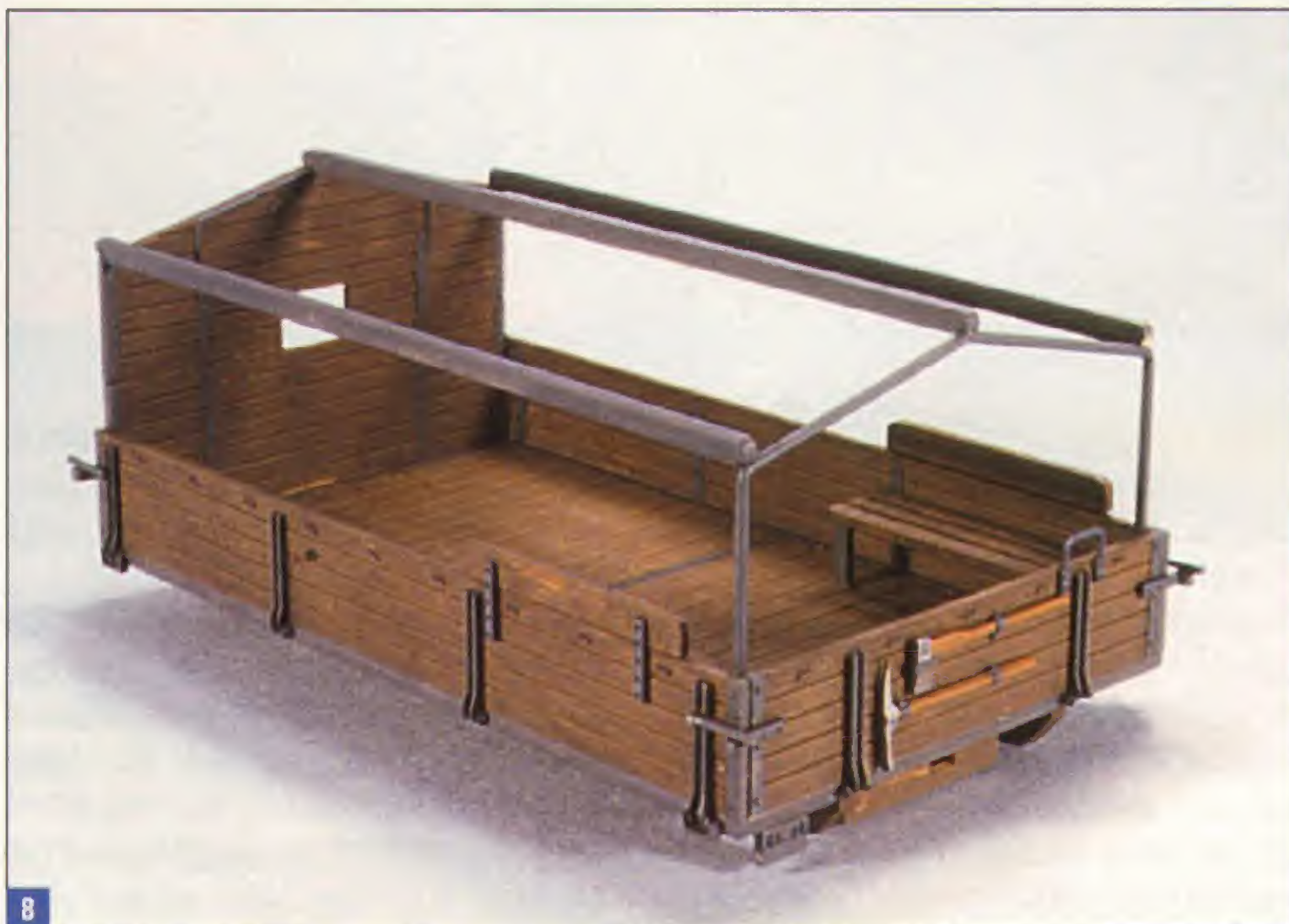
12. Right side. 13. Rear three-quarter view. 14. Overhead view. The bed cries out for a load. 15. The tractor with the Verlinden sIG33 in tow.



6



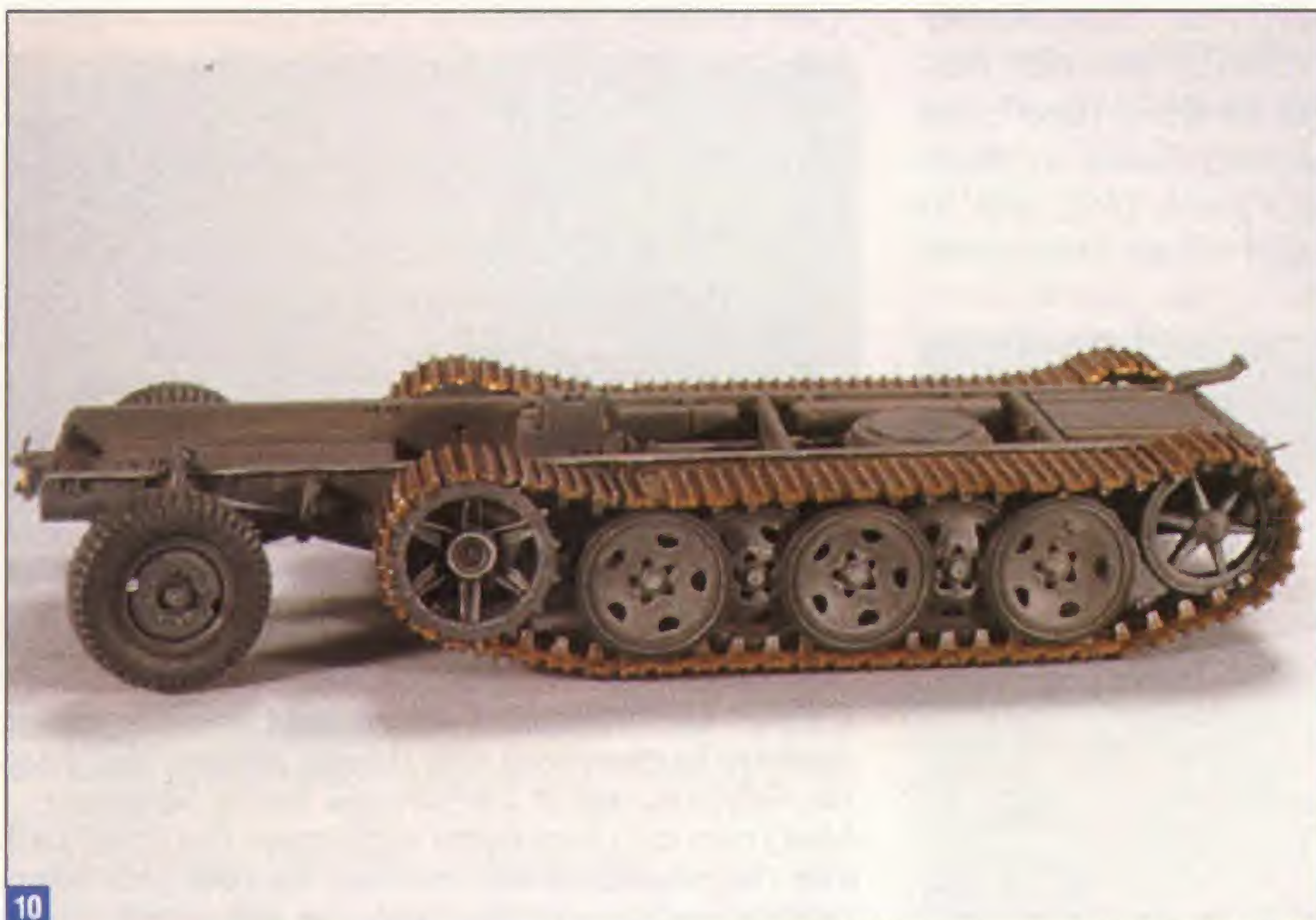
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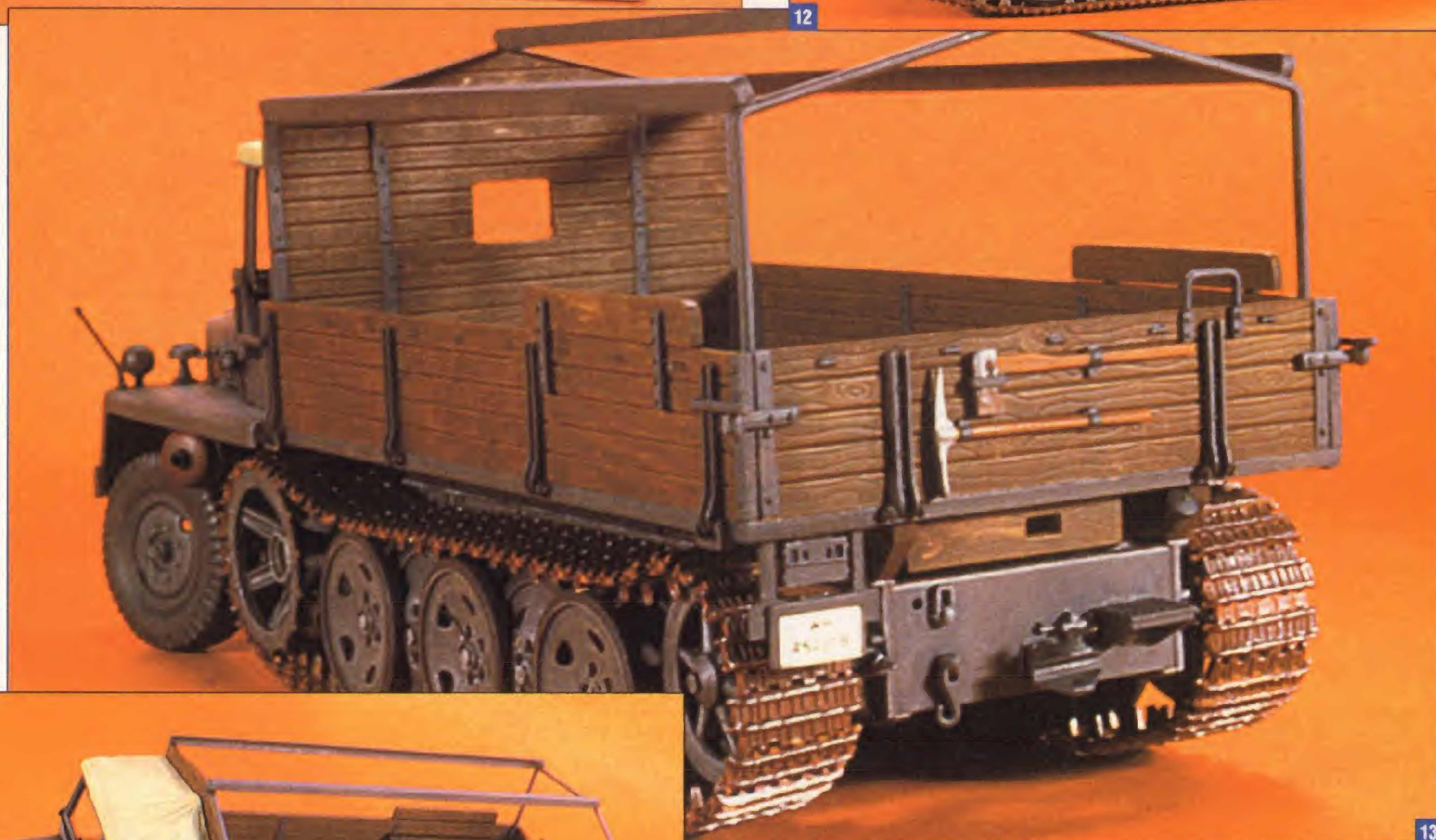
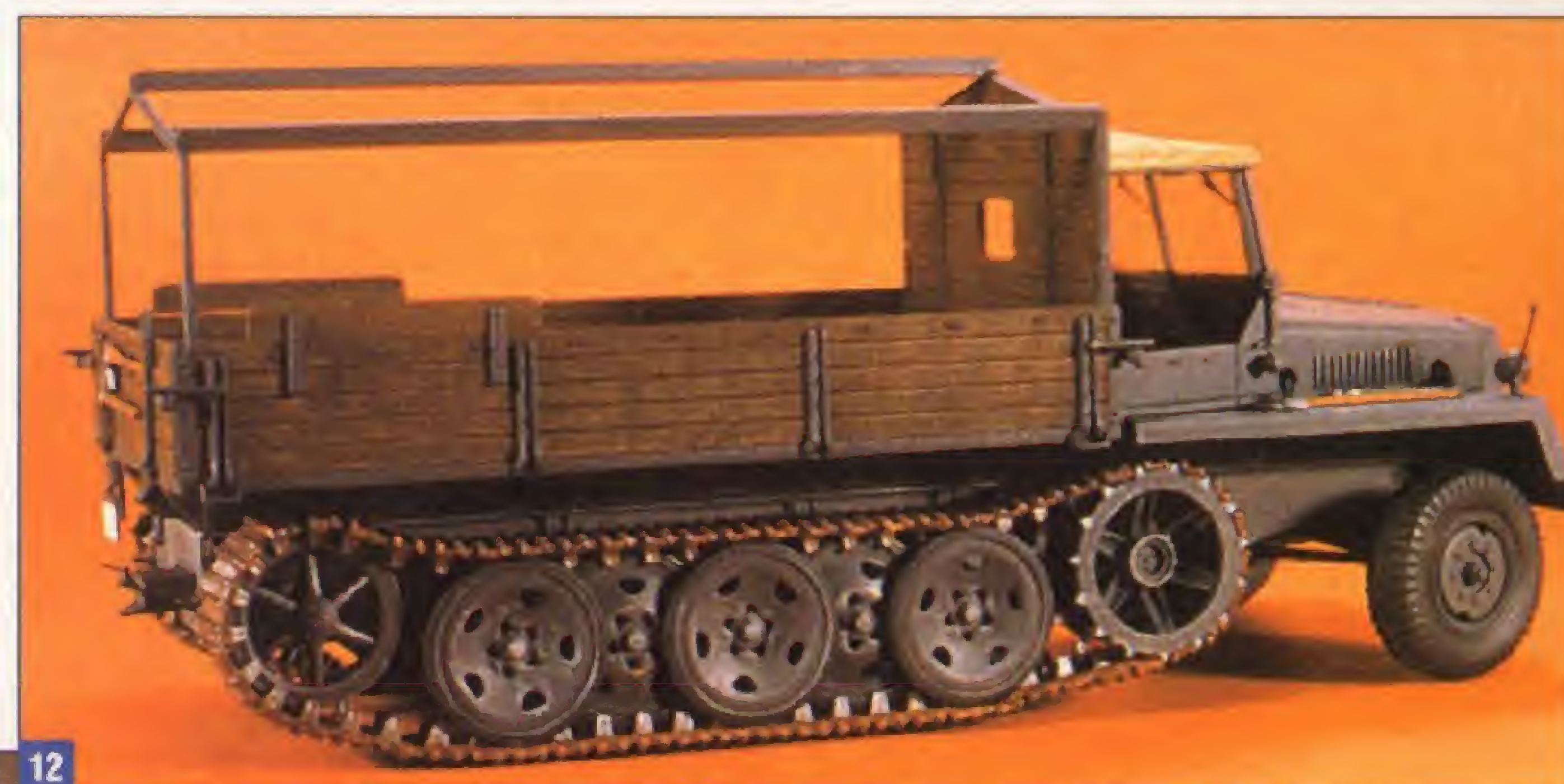
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step. This last part (122B) was odd: it had a rectangular mounting pin, but there was no corresponding slot on the rear cross-member. Hmm. Remove pin, glue in a guesstimated spot.

This assembly, along with the road wheels, front wheels, idlers and drive sprockets, was then sprayed with Pactra acrylics, mixed to give a dark "Panzer" gray. All were then drybrushed with a lighter gray.

The tracks were sprayed hull red, then the guide teeth were painted gunmetal. After the tracks (link and length) were on, they were drybrushed with gunmetal. These tracks can be tricky; there are just enough shoes to do the job, no more. The long sections (13 and 14C) can be bent on the ends, and they'll need to be. Lastly, paint the front tires tire black (flat black with a little green and dark gray), dry brush them, put 'em on, and the biggest part of the kit is done.

The cab was next. The underside was sprayed gray when the chassis was painted. The upper was done with a brush, because of the aforementioned open sides. (And yes, you can do this stuff with a brush...just make sure the paint is not too thick, and be prepared to give two coats.) The inside of the cab was done in a lighter gray. The seats were painted with Polly S khaki, as was the "canvas" part of the cab roof. Dials on the instrument panel were done



in white, with switches and buttons in black. Steering wheel, gearshift levers, and pedals were also done in black. The windshield, which was another reason to brush paint, was attached to the frame (another good fit) with white glue, and check out the neat windshield wiper motors (parts 70B). On the windshield clear sprue were a pair of headlight lenses, very nice. I painted the inside of the headlights Polly S bright silver, then added the lenses, no glue needed.

Now it was on to the bed. These were built of wood, due to the scarcity of strategic materials in Germany at this stage of the war. I wanted to show this, so I elected to have my bed "unpainted", which of course meant a lot of painting. The wood grain is very well done by Italeri, and I wanted to show this off (I'm sure that they were all painted, so save the letters, all you absolute accuracy freaks). First, all the 'wooden' parts got a coat of Pactra dark earth, especially down in the cracks between the boards. After this dried, I went back and picked up any light spots and places I'd missed, then drybrushed (heav-

ily) with Pactra light earth. The result was satisfactorily 'woody' for me. Then I went back and painted all the 'metal' parts in the panzer gray mix. This was a pretty painstaking task; there are a lot of little metal bits mixed in with the 'wood'. Lastly, I scraped the paint off the mounting surfaces and assembled the bed.

It was a matter of about five minutes to put the three subassemblies together. The canvas cab roof goes on last. Since all the paint was done, the model was done with this final assembly.

The decal sheet provided was interesting in that the license plates were blank. Numbers were provided to make up your own plates, but this is way too fiddly for me. I used a set of plates from a Superscale sheet.

The empty bed and cab cry out for details. I added a couple of helmets and a canteen to the cab, but left the bed empty (at least for now). I did hook on the beautiful Verlinden sIG 33, 'cause this beast needed to be towing something!

—Joe Morgan

MMIR RECCE

Italeri SWS Cargo. Kit number 0360. Suggested retail price \$24.00. Kit graciously provided by the manufacturer.

References

Slim pickin's folks. There seems to be a phot or two in a lot of books on German equipment. Here's what I found on my book shelf:

Militärfahrzeuge of the Wehrmacht Vol. 1 by Kurt Rieger and Uwe Feist, Ryton Publications, 1997. This books contains a single photo ofz the cargo version and very nifty looking color plate.

WANTED: 1/72, 1/76 scale and smaller armor, equipment and figures. Books, magazines and information on the German and Italian armies in Africa during WW2. Instructions from conversions, photo-etch and regular kits showing vehicle interiors, engine compartments and super detailing items. Military and police patches. Contact Peter Rechkemmer, 3410 Sands, El paso, TX 79904

FOR SALE: ALL KITS ARE UNBUILT, 1/35 DML figure kits. DML Light Seal Support Craft, some Tamiya armor kits, plus Verlinden 1/35 and 120mm kits. For list and price send L.S.A.S.E. to Danny Trepanier, 10070 Beach Rd. Waukegan IL 60087.

WANTED: Old Osprey-Vanguard armor issues #2, #5, #7, #10, #12, #44. Issues of "Tankette" magazine. "Military Illustrated" magazine in English 4, 5, 6, 11 and "Steel Masters" #14. Will pay reasonable prices or trade. Bob Collignon, 403 Huntington Ave. Buffalo, NY 14214. (716) 837-2204 after 6 pm.

WANTED: Looking for unbuilt Gunze armor kits. Will trade or purchase. Have large collection with many hard to obtain kits for trade. Send info to Ted Paris, 551 Wegman Road, Rochester, NY 14624.

WANTED: ESCI or AMT 1/35 T-55M, DML 1/35 M933 MLRS (US version), DML 1/35 M1A1 w/mine plow, DML 1/35 Nashorn, DML 1/35 Maus and DML 1/35 E-100. Also I can provide information of 1st Armored Division, 2nd Brigade vehicles in operation Joint Endeavor. Please contact me at the following address: S.E. Dimmick, C-4/12th INF CM), 2nd BCT 1AD, Operation Joint Endeavor, APO AE 09789.

FOR SALE: by Author : 1/35, 1/48, 1/72 & 1/76 scale drawings (4 or 5 views). Illustrated catalogue for 2 IRCs. FOR SALE: from Artist-Illustrator acrylic oil on Bristol card, A3 size, from \$400.00 U.S. List for 2 IRC to :Mr. H. Cance, 56, Bd. E. Lintilhac,15000 Aurillac, France.

WANTED: 1/35 scale kits, parts, anything leftover from US and British WWII models. Harpers M3 Satan Flamethrower. TM Manuals on US vehicles From WWII. Books and magazine articles on vehicles. ipms magazines from Canada. Also contact with modelers in the US and Canada with an interest in 1/35 scale vehicles US and British. Contact Ian Howes. Hanselmann Str. 28a 80809 Munchen, Germany. tel (089) 3592474.

WANTED: Any spare WW2 Russian tank parts you don't need, same goes for pieces from any Tamiya German halftracks (250, 251 c or d). For Sale: Decals and kits from eastern Europe. Currently have decals for T-34, KV-1 and entire BT family. Write for list of available kits. Edmund S. Fortuna, 200 Old Prospect School Road, Sparta, NJ 07871

WANTED: Items listed below. No time limit. Please include phone number and price/condition first letter. Books/Mags: Complete or partial set of AMM Review. MMiR V1 #s 1, 2, 4, V2 #1. Military Model Preview (formerly Military Aircraft Preview) V1 #s 1,3, 5, 6, 9, 11, 12; V2 #s 1, 10-12; V3 #s 1, 4-12. Catalogs: DML/Dragon 90, 88, 87; Italeri 94, 88, 87, 85, 82, 81, 80, 77 and earlier; Tamiya 94, 78, 77, 71 and earlier. Please only full size, No Mini-cats or brochures. Hardbounds: Bound V2 Profiles British AFVS 1919-40. I also need info, reference sources, photos and TM on: Semitrailer, Refrigerator, 5 ton. Good copies acceptable. Dio accessories and buildings: 1/35 Deauville (resin) #106 Ruined 2 story (large), #110 'The Bridge,' #112 Loghouse. Kurton #007 3 Story 3 sided ruin, Magus Program Design 1/35 French Corner Cafe (foamcore), Russian wood house, Small wood barn. Any Magus blueprints needed also. US Airfix edition of #51513 1/32 Checkpoint (includes humpback bridge, gate, guard-house, tower). Kits/Figures: CMS (resin) 1/35 Diamond T Wrecker and Cargo trucks. Italeri Bersaglieri infantry. MAX #04 1/35 1/4 ton Ford GP Jeep/trailer and base. VMK (resin) 1/35 #001 U7144 Jumbo Jeep 5 ton tractor, #002 C-2 multipurpose semitrailer. Tamiya 1/25 Patton, Radio Operator, Squadron Combat Line and Squadron Rubin figures. FOR SALE: Professionally built, 1/25 scale tanks. Used by Soviet Army as training aids. For details LSSAE. All replies to: M.C. Overstreet, 5257 Luwana Drive S.W., Roanoke, VA 24018-3323. (540) 774 7244 after 7PM Eastern.

U.S. RESIN KIT MANUFACTURER SEEKING MASTER PATTERN MAKERS for armor related subjects, i.e. kits conversion, figures. If interested please send name and address, phone number to: Commander Series Models, Inc. 551 Wegman Road, Rochester, NY 14624.

WANTED: SWM, non-smoker seeks SWF who likes long walks on the beach, pina colodas and who possesses a VMK kit #004 "Remorque Transport de Char" M9 45 ton tank transporter. Looking for the unbuilt resin kit. I have the tractor and need the trailer. Please contact Mike Maggio c/o Ampersand Publishing.

WANTED: Tank Magazine Special—Israeli Tanks & APCs; Panzer Magazine—The Iran-Iraq War; Tank Magazine—anny issue; Verlinden #705—T-55 Update, Israeli tank crew, the 1970s (3 half figures); Israeli tanker—the 1970s (one full figure); Remembering the Gulf War—the Marine Corps Association; King of the Killing Zone by Orr Kelly. Contact Joseph Chiaramonte, 8711 26th Avenue, Brooklyn, NY 11214.

FOR SALE OR TRADE: ESCI (German), Supply Wagon, Ambulance Wagon, German Sappers, Rest Area, Paratroops, Engineers, 7.5cm Light Inf. Gun, British Red Devils. Airfix: Japanese Multipose 1/32 Infantry. Monogram: Calliope Sherman, Hedge Hog (1/32nd scale). All kits unbuilt, mint in box. WANTED: Tamiya Tigers, Panthers, Halftracks, Marx 1/32 figures and playsets. Ron Angleton, 316 Oak St., Tipton, IN 46072. (765) 675-3907 weekends.

WANTED: Unbuilt old Italeri kits, #234 (SdKfz. 234/3), #255 (SdKfz. 234/4). Sturm and Drang Magazines, Jean Restayn's Tanks of WWII; Encyclopedia of German Tanks of WWII; Ground Power Magazines. George Krausse, P.O. Box 3152, Florence, OR 97489.

WANTED: Information about clubs or individuals who are interested in 1/24th and 1/25th scale armor models. Also interested in purchasing same. Terry Hoepf, 5606 N. River Road, Pemperville, OH 43450. 419-287-4202.

ARMOR, AIRCRAFT & SHIP COLLECTION: Over (450) 1/35scale armor, 1/350 scale modern warships, and both 1/72 & 1/48 scale modern jet aircraft. WW2 to modern armor and figure kits. Both current and out of production kits. Also, many resin conversions and full kits. Decal set and ceramic diorama kits. Many kits still wrapped. All unbuilt and unpainted. GREAT DEALS! Send LSSAE with \$.55 postage for list with asking prices. Allen Chubb, Jr., P.O. Box 134, Lykess, PA 17048-0134 or call 717-362-1120 after 6 p.m. EST.

MUST SELL: Lose the kits or hit the couch! Sound familiar? The answer is simple for many, the couch doesn't talk back. Unfortunately, it's her couch. My loss can be your gain. New/OOP WW2 figures/armor kits (1/35) for sale. Tamiya, Italeri, DML, ESCI. Send SASE for complete list to Lawrence Jung, 60 E. 12th St., #3F, New York, NY 10003-5036.

FOR SALE: Built 1/35th scale armor kits. These are nicely done with some external detailing. Please advise your particular needs/wants. Will consider requests to build. Currently over 100 finished. Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760. 607-748-7922 IPMS #20778.

FOR SALE: one 1/15 scale Bandi Tiger I, built and painted to perfection. Set up remote. Looks real nice. Call me at 973-628-0574 after 6 p.m. for details.

WANTED: Looking for the following discontinued ROCO vehicles; #229 Faun 10 ton 6X6 truck, #230 Faun 10 ton 6X6 truck, #291 Elefant Tank Transport, #409 Pioneer Set. I will consider purchasing collections of ROCO armor. Also looking for pics, dimensions, etc., on Wegmann Pzh 2000 S.P. gun for scratch build. Cal Raines, 904 Irving St., Olean, NY 14760.

FOR SALE: Roskopf HO Scale Military Vehicles. German, Russian, NATO, Write for list: Christopher Gill, 580 W. Lewiston, Ferndale, MI 48220-1204.

WANTED: Bindable B&W photocopies of MMiR Vol. 1 #3 on 11 x 17 inch paper, front and rear covers on one side, inside covers on the other, etc., through pages 19 & 22/20 & 21. Contact Dr. Peter Schweisthal, Gruner Str. 107, D-40239 Duesseldorf, Germany.

HAS ANYONE SEEN THIS TANK? Looking for an unbuilt Dragon/DML 9032 Panzer III G "Afrika Korps" kit. Cole Fulks, 1049 Springwood Drive, Saginaw, TX 76179

WANTED: Squadron #3001 Fallschirmjager In Action; Armor In Action #'s 2003, 2006, 2007, 2009, 2013, 2019 and 2021; Presidio Press (hard-cover) Patton, Kennedy M-103, Kirin 120mm figures #21001 USMC 1968, #21004 S.E.A.L. In Desert Storm. Contact Ed Barber, 7158 Akron Road, Lockport, NY 14094.

WANTED: Squadron Rubin 54mm kits, Squadron line 1/35. Also, Battleline and Deauville figures. Buy or Trade War Monthly magazines. Respond to J. Pauly, 2836 Pleasant Avenue, Lakeview, NY 14085.

FOR SALE: 24 1/35th armor kits. AFV, Cronwell, DML, Esci, Heller, Ironside, Italeri, Revell, and Tamiya. Photo-etch, metal barrels and/or resin conver-

Issue 20 Advertiser's Index

Accurate Armor	Page 42
Air Connection	Page 21
Ampersand (AA/Sherman)	Page 60
Ampersand (Subscriptions)	Page 61
Archer Fine Transfers	Page 28
Armor Shop	Page 61
B Troop	Page 20
Brent Nelson	Page 28
Chesapeake Model Design	Page 48
Commander	Page 21
Eastern Front	Page 61
Falcon Supplies	Page 25
Hobby Bounties	Page 28
Hornet	Page 64
ICM	Page 2
Jaguar	Page 65
J.J. Fedorowicz	Page 33
Legends	Page 65
Marco Polo	Inside front cover
MB Models	Page 64
Miniature Alliance	Page 64
M&Models	Page 28
Ordnance Depot	Page 42
Precision Parts	Page 25
R&J	Page 6
RHPS	Page 21
Right Stuff	Page 8
RZM	Page 72-73
S&J Hobbies	Page 33
Tank Workshop	Page 20
The Red Lancers	Page 25
Tamiya	Inside Back Cover
The Testor Corp.	Back cover
VLS	Page 1
Warriors	Page 48

sions for each kit. Also armor videos and magazines. Will only consider purchase of total list. If interested, request list and pricing via e-mail at malaa-ki@aol.com or call Greg (206) 323-5476 between 6:00-8:00PM PST.

THE HISTORICAL MINIATURE FIGURE SOCIETY OF COLORADO meets on the first Thursday of each month from 6:30 P.M. to 8:30 P.M. at the Aurora Central Public Library, 14949 East Alameda Drive, Aurora, CO 80012. For more info contact, HMFSC, P.O. Box 461562, Aurora, CO. 80046 (303) 693-7924

CALIFORNIA HISTORICAL MODELERS ASSOCIATION: meets the second Friday of each month (except holidays) in the Provident Bank community room, 1690 East Florida Avenue, Hemet, California at 7:00 p.m. CAHMA welcomes modelers interested in historical scale modeling, including armor/ordnance, aircraft, car/vehicle, historical figures, ship/boat, space/sci-fi, railroad, diorama and vignette. For more information, call 909-652-0556

I WOULD LIKE TO CORRESPOND WITH MODELERS ALL OVER THE WORLD. Looking for someone to swap materials with, or just chatter about kits. I build mostly present day vehicles, diorama and figures of Special Forces. Theo Naus, Esdoornstraat 4, 5995 AM Kessel, The Netherlands.

IN SEARCH OF PENPALS AND MODELERS TO EXCHANGE WITH. Can offer all models of Zvesda Plastic Model Co., ICE Co., Alan Hobbies/VM Co., AER, Start Model, models which are of a high class, and some books and magazines on modern military equipment and that of WW2. My interests include weapons of WW2 produced by Tamiya, DML, Italeri and ESCI in 1/35 scale. Also interested in books and magazines on techniques AFV and model catalogues. Write to: Alexandr A. Rjazanov, ul. Kronshtadskaja, d. 75, kv. 19, Makeeva-14, Ukraine - 339014.

MODELER FROM THE UKRAINE WHO WOULD LIKE TO GET IN TOUCH WITH OTHER MODELERS TO EXCHANGE MODELS. I am looking for contacts with North American modelers. I will answer all letters sent to me. Andrey Kozlov, Zvenigorodska, 12 kw. 43, Zaporozhye - 93, 330093, Ukraine.

Sculpting WWII GI's Russians and other Allied figurines interest you? **YANKS Miniatures**, a 1/35th scale resin figure company is seeking talented sculptors for it's rapidly expanding product line. If interested please send inquires and a photo of your work to: YANKS Miniatures, Dept. P 505 W. 23rd Avenue, Bellevue, NE 68005.

The Hong Kong Society of Scale Modelling will host 1999 HONG KONG OPEN MODELLING COMPETITION on 21-22 August 1999 at YMCA International House, Waterloo Road, Kowloon, HONG KONG. For detail, please refer the Society's web site <http://members.hknet.com/~hkssm/>

WANTED: Looking for a boxed UBER modeling knife set. The company that made them has gone out of business. If anyone has one for sale or has information on how to get one please let me know. Write or call: Larry McHam 1148 Simpson Dr. Hurst, TX 76053, 817-268-3167. E-mail is cynthiam@airmail.net.

Sunday, July 11, 1999 in Pasadena California at the Convention Center, 300 East Green street, our first annual summer show, "Summerfest '99" will be held from 10:00 A.M. till 4:00 P.M. This will be a contest devoted to military models only in the following categories, Armor, Aircraft, Figures, Ships. Admission is \$4.00 per person and \$1.00 per model entry. And the show is brought to you by the wonderful people who for ten years have put on Valley Con, The North American Open, the Pasadena Modelers Society. for additional info you can contact me at , Pasadena Modelers Society 315 West Hillcrest Blvd., Monrovia CA 91016 or call 626-359-7360 or "e-mail" at creedco@earthlink.net

WANTED: Tamiya kit # 6502-1800, U.S. 75mm Pack Howitzer. Call (734)669-2753. M-F 8:00-5:00 ET, or write: Barry Gazso, 1864 Samer Rd., Milan, MI 48160. Will pay any reasonable price.

WANTED: German military books WW1, WW2. East German. New or used period pictorials. Please respond to PJR, P.O. Box 122, Martinsville, NJ 08836.

WANTED: Concord Publication books: T64 & T90, T54/55/62 and Arsenal of Aggression. I am willing to pay a reasonable amount for these books in good condition. Please send information on these books and prices to John Wiley, 3120 Mountain Pass Road, Troutville, VA 24175.

WANTED: Nike Ajax kit, either Renwal or Revell History Maker, preferably Revell. Please write, call or e-mail: Robert W. Marshall, 43 Brookfield Court, Toms River, NJ 08757, or 732-341-7487 between 8 a.m. and 10 p.m. or e-mail at ClancyTRB@aol.com.

WANTED: Highly competent armor builders who can photograph and write about their modeling projects. Adequate writing and photography skills, and computer literacy a must. Fees paid for article submissions. Also looking for individuals willing to submit original historical research articles. Access to archival photographs a plus and ability to render scale drawings in Adobe Illustrator or Freehand (Mac or PC) a big 'ol stankin' bonus. Also seeking illustrations alone. Forward samples only (photos, writing, etc.) to: Editor MMiR, 235 NE 6th Ave #4, Delray Beach, FL 33483.

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